Dual Sport Special Issue

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America's weekly motorcycle newspaper

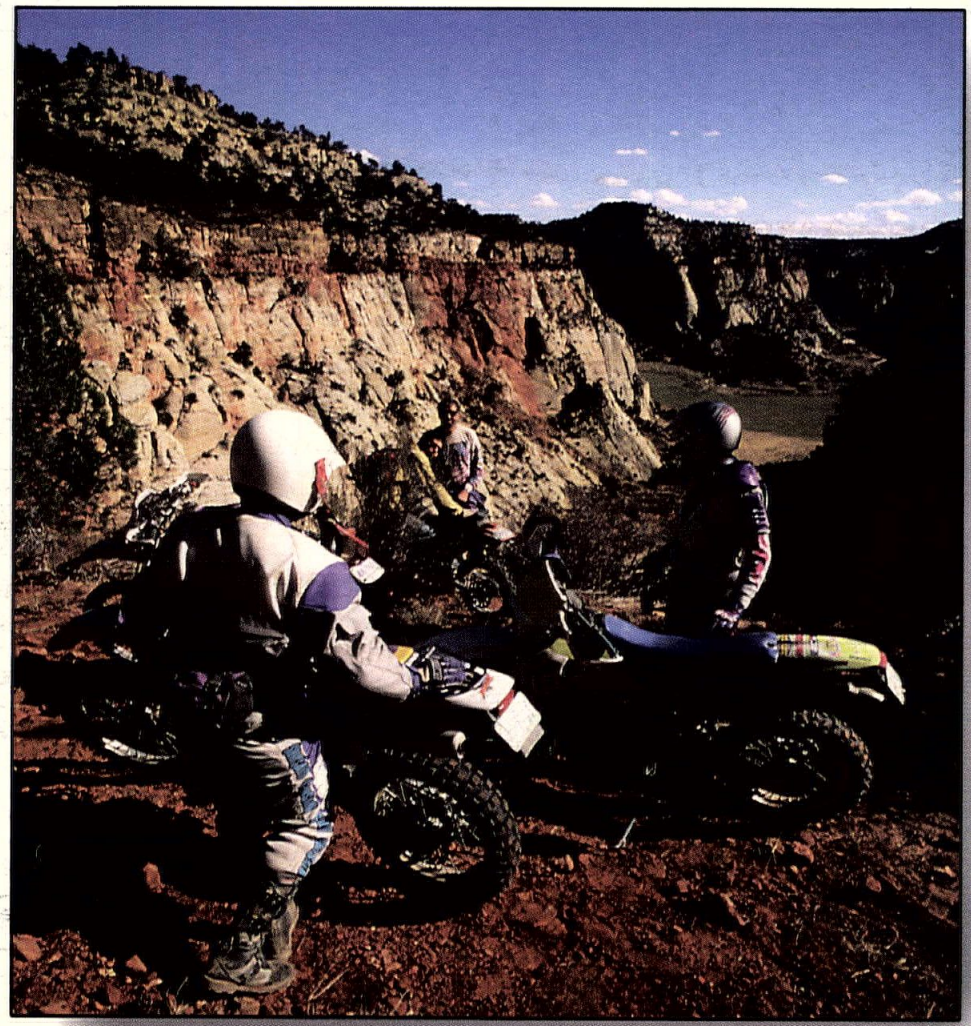
November 15, 1995: Number 45

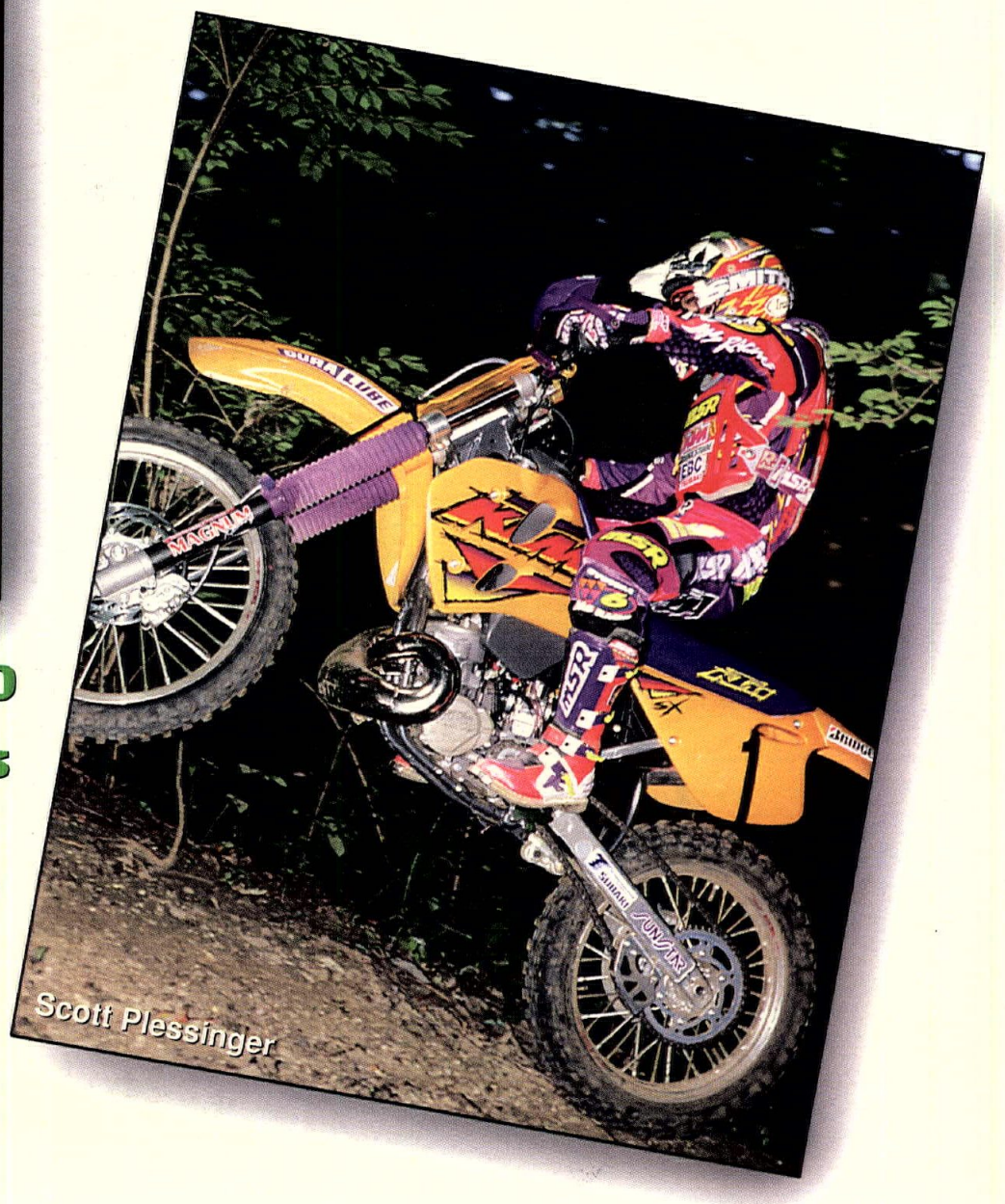
(outside the U.S. $3.25) $2.50

TEST: Suzuki DR650S

TRAVEL: Riding in Moab, Utah

1996 Suzuki DR650S





Scott Plessinger

HOP-UP: White Bros. Suzuki DR270

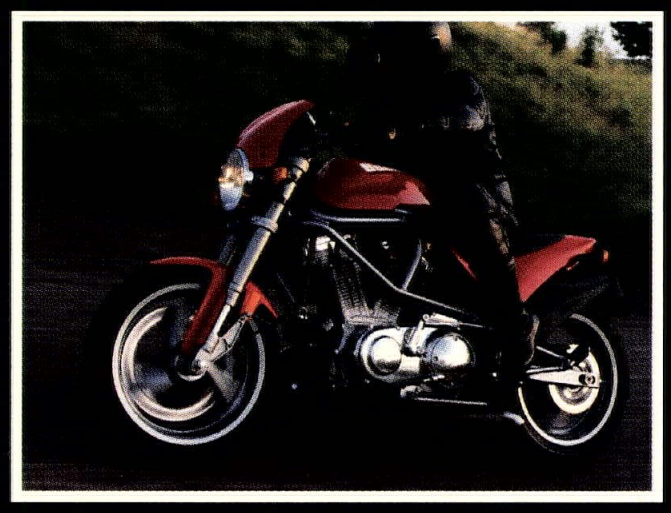
RACING: Plessinger crowned Cross Country Champion

PLUS: The 31st Tokyo Motor Show and more. . .

TIME DATED MATERIAL MAILED NOVEMBER 7, 1995

THE FELLAS AT M.I.T. ARE STILL SCRATCHING THEIR HEADS OVER THIS ONE.

It's baffling the best of them. How can anything so fast, handle so well, on so many different road conditions? In the case of the Buell® S1 Lightning™, perhaps it's the result of a geodesic perimeter frame and Professor Buell's highly advanced, 91 horsepower, 1203cc, V-Twin powerplant.



For lower unsprung weight, there's a final belt drive, inverted front fork and Marchesini wheels. (Your tires will stick to renegade road like gum to a wingtip.) It's a bike that'll do zero to Nirvana in under four seconds. With a power curve that's wider than the Mississippi. And a look about as restrained as a bull at Pamplona. All this from an American motorcycle company? Hey, go figure.

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NOVEMBER 1995 SCHEDULE ON ESPN

Original Show Telecast			Repeat Telecast	
EASTERN TIME				
Sunday	11/5 1:30-2:00am	&	Monday	11/6 5:00-5:30pm
Sunday	11/12 1:30-2:00am	&	Monday	11/13 5:00-5:30pm
Sunday	11/19 3:00-3:30am	&	Monday	11/20 5:00-5:30pm
Sunday	11/26 3:00-3:30am	&	Monday	11/27 5:00-5:30pm
PACIFIC TIME				
Saturday	11/4 10:30-11:00pm	&	Monday	11/6 2:00-2:30pm
Saturday	11/11 10:30-11:00pm	&	Monday	11/13 2:00-2:30pm
Sunday	11/19 12:00-12:30am	&	Monday	11/20 2:00-2:30pm
Sunday	11/26 12:00-12:30am	&	Monday	11/27 2:00-2:30pm

NOVEMBER 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME			PACIFIC TIME
Sunday	11/12 12:30-1:00pm	&	Monday 11/20 12:30-1:00am
Sunday	11/26 2:00-2:30pm	&	Sunday 12/3 11:00-11:30pm

Racing season is over, but the action on MotoWorld is still red hot! Supercross is packed away until next season, but out comes the Thanksgiving cutlery and Arenacross–to fill even the hungriest of winter appetites. November highlights include the conclusion of the national hare scrambles and cross country championships.

And tune in to watch the ProStar World Drag Racing Finals, your last chance for fun-in-the-sun from Gainesville, Florida.

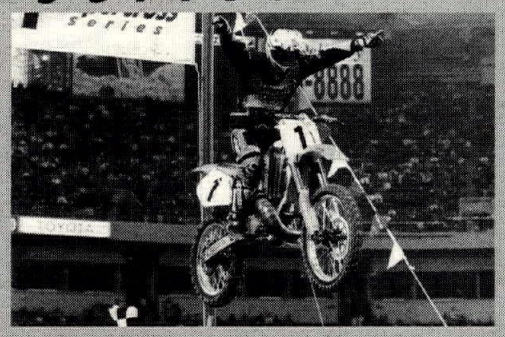
Hundreds of beautifully polished 1996 Suzuki motorcycles, free food, and a lot of really well dressed Suzuki executives. We probably shouldn't have sent him, but we just couldn't resist–after all, what harm could Jerry cause in Las Vegas?

Banished from Suzuki sponsored events for eternity, the wild one spends a day in the life of a MotoWorld photographer. If you thought Jerry was entertaining, wait 'till you meet Bob "Missing" Lenk!

NOVEMBER 1995 SCHEDULE ON ESPN2

Original Show Telecast			Repeat Telecast
EASTERN TIME			
Sunday	11/12 3:30-4:00pm	&	Monday 11/20 3:30-4:00am
Sunday	11/26 5:30-6:00pm		
PACIFIC TIME			
Saturday	11/4 7:00-7:30pm	&	Saturday 11/4 4:00-4:30am
Saturday	11/11 7:00-7:30pm	&	Saturday 11/11 4:00-4:30am
Saturday	11/18 7:00-7:30pm	&	Saturday 11/18 4:00-4:30am
Satruday	11/25 7:00-7:30pm	&	Saturday 11/25 4:00-4:30am

U.S. Supercross Series



1995 SCHEDULE ON ESPN2

EASTERN TIME	PACIFIC TIME
Coming in December	

AMA Motocross Series

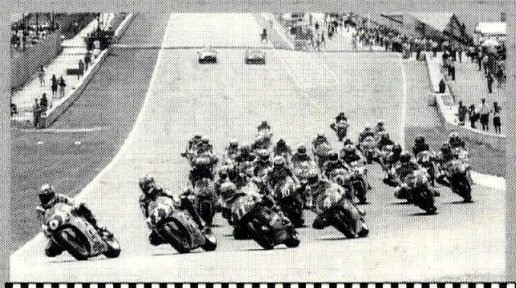
1995 SCHEDULE ON ESPN

EASTERN TIME	PACIFIC TIME
Coming in December	

NOVEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME
Delmont, PA	Sun 11/26 11:00-12:00pm	&	Sun 11/26 8:00-9:00am

World Grand Prix Series



1995 SCHEDULE ON ESPN

EASTERN TIME	PACIFIC TIME
Coming in December	

NOVEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME
GP of Brazil	Sun 11/5 10:30-11:30am	&	Sun 11/5 7:30-8:30am
World GP Season Review	Mon 11/27 10:30-11:30pm	&	Mon 11/27 7:30-8:30pm

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Scott Summers (Hon) scored the overall win at the November 5 AMA National Hare Scrambles Championship Series finale, held in Seattle, Washington, and in doing so, wrapped up his fourth National Hare Scrambles National Championship. **Rodney Smith** (Suz) was second overall ahead of Summers' title rival **Scott Plessinger** (KTM), **Jason Dahners** (KTM) and **Scott McLaughlin** (Yam). Seattle marked Summers' 58th National win, and the seven-time National Champion (four Hare Scrambles, three Cross Country) is now officially American Honda's winningest rider. Summers was previously tied with Rick Johnson and Jeff Stanton, each of whom have six championships to their credit.

AMA Supercross and 250cc Motocross National Champion **Jeremy McGrath** (Hon) won the opening round of the 1995 World Supercross Championship in Barcelona, Spain, on November 5. McGrath topped his teammate **Steve Lamson** in the final with **Larry Ward** (Yam) finishing third. South African **Collin Dugmore** (Suz) finished fourth with **Ryan Hughes** (Kaw) taking fifth. Belgian Stefan Everts and Frenchman Mikael Pichon, who won the second semifinal (McGrath won the first), both crashed during the final and it was left up to Dugmore to prevent an American sweep of the top five places.

No **World Supercross Championship** has been scheduled by the FIM for next year, according to reports from Spain. The 1994 championship, and the current series which began in Spain on November 5, was put together by the promoters of the Barcelona, Paris and Tokyo Supercrosses.

Scott Sheak (Suz), **Jimmy Gaddis** (Kaw) and **Mike Jones** (Suz) were the big winners at the November 3-4 Mike Kidd Arenacross, held in Knickerbocker Arena in Albany, New York. Gaddis won the 125cc class on the first day, while Sheak topped the 250cc division. Jones swept both classes on day two.

According to Ducati, British road racer **Neil Hodgson** has signed a two-year contract with the Italian marque to replace two-time World Champion Carl Fogarty on the Ducati Corse World Superbike Championship team. Hodgson spent the majority of the 1995 season racing a privateer Yamaha 500 in the 500cc World Championship Road Race Series, before receiving help from Kenny Roberts' team late in the year. He ended up 11th in the championship, with his best result - a ninth-place finish - coming in the British Grand Prix at Donington Park.

Two-time World Champion **Max Biaggi** broke the lap record at the Mugello Circuit in Italy on October 25, lapping at 1:54.7 to better the 1:55.0 he turned during qualifying for the Italian Grand Prix in June. New signee **Doriano Romboni**, in his first test session on the 400cc Aprilia, clocked a 1:54.8.

Hot off the rumor mill: Word has it that **Robbie Reynard** will join **Pedro Gonzalez** on a Honda support team that will receive backing from Primal Impulse casual wear, Bill's Pipes and Fox Racing. No official press releases have been made, but the deal is said to be secure for two years.

Miguel DuHamel and fellow Canadian **Steve Crevier** are among the six nominees for motorcycle road racer of the year in the 1995 Performance Racing News/Mopar Readers' Choice Awards. A win for DuHamel would be his second straight in the category. The other nominees for the award are Pascal Picotte, Owen Weichel, Frank Wilson, and the endurance racing team of Tim Ruhl and Ian McKinstray.

Team Dual Dogs now has a home page on the World Wide Web, featuring the 1996 event schedule and other information. It can be found at http://www.motorcycle.com/mo/mcdirt/dualdog.html.

The Promotor Ducati team will hold a press conference in January in Salzburg, Austria, to formally introduce its 1996 World Superbike team of **Troy Corser** and **Mike Hale**. The celebration will also feature a performance by famed Spanish tenor Jose Carreras. Hale is currently vacationing in Australia, and has been spending time with his former Smokin' Joe's teammate Kevin Magee. Hale has been taking classes to earn his scuba-diving certification.

According to a press release issued by the Flammini Group, the promoters of the World Superbike Series, **Carl Fogarty** rode with a broken toe in the final round of the series in Australia on October 29. Fogarty injured the toe when he kicked a wall after losing in a game of racquetball in Bali. Fogarty, who recently signed a one-year contract with Honda to ride an RC45 in the 1996 World Superbike Championship, will begin his preseason test schedule in Malaysia in January.

Although **Aaron Slight** will test Michelin tires during a test session at Daytona International Speedway on December 12-14, Carl Fogarty won't be there. The Brit vowed after last year's Daytona 200 that he wouldn't return to the Florida track, and he's apparently sticking to his word. According to team manager Neil Tuxworth, Fogarty was Slight's number-one choice as a teammate, going against published reports that the two rivals weren't on the best of terms. The team was also looking at **Anthony Gobert** and GP rider **Alex Barros** before deciding on Fogarty.

A press release from **Ducati** after Carl Fogarty's signing with Honda said the following: "After many years of cooperation and prestigious successes joint together, Ducati and Carl Fogarty decided by mutual consent to separate themselves. Ducati thanks the rider Carl Fogarty for his contribution to the success of the initiative and to the continuous promotion of the Ducati brand and imagine (image...editor). Our ways will now divide with many wishes for both to reach new and important successes. Ducati will communicate at the soonest the names of the riders which will form the official team."

The final showdown of the CMC Sunstar Sprocket **Trans-Cal Nationals** will be held at Quail Canyon OHV in Gorman, California, on November 11-12. For more information, call 714/367-1141.

A dog, Alaska, a four-year old Husky, was the grand Grits overall champion in the **14th Annual True Grits 50cc Galaxy Championship Fun Run** in Suches, Georgia, on October 29. Alaska was the passenger in Richard Houge's sidecar-equipped Honda 50cc MB5. Sixty riders from the event presented the Union County Volunteer Fire and Rescue Unit with a $500 donation.

A special section of the grandstands at **Daytona International Speedway** will be open to the public during the upcoming tire test sessions at the Speedway. Access to the area is through the "World Center of Racing" visitors center. Bridgestone (November 16-17), Dunlop (November 30-December 2), Pirelli (December 10-11) and Michelin (December 12-14) have all scheduled tests in

Dirt trackers take a number

AMA Pro Racing has released its AMA Grand National Championship Series National numbers list for the 1996 season. Unlike last year, several riders - 22 to be exact - have been bumped from the list, which has no bearing on a rider's previous season results unless that rider has not earned enough championship points to retain his National number. Notable changes involve longtime series campaigner Bill Herndon, who relinquishes his National number 19 to another veteran, Garth Brow. Canadian Scott Buchan has been replaced at National number 62 by Paul Bergstrom, who is expected to contest his first full season on 750s in 1996. Paul Morgan III, the 1995 Rookie of the Year, now claims National number 83. Jess Roeder has vacated his National number 93, which is now the property of Danny Koelsch, and Roeder will compete as National number 94. Two other items: Ricky Graham's name will not be listed by his familiar number three as the former three-time champ did not score any points in 1995; should Graham return to the series, he will be able to use the number again as long as it is open. And the late Rodney Farris will be associated with National number 92 for one more year.

1. Scott Parker
4. Chris Carr
9. Jay Springsteen
10. Greg Sims
11. Ben Bostrom
12. Rex Fisher
13. Mickey Fay
14. Joe Winston III
15. Chris Evans
16. Ronnie Jones
17. Aaron Hill
18. Terry Poovey
19. Garth Brow
20. Eric Bostrom
21. Will Davis
22. Dan Butler
23. Kevin Atherton
24. Michael Varnes
25. Randy Texter
26. Steve Beattie
27. Dave Camlin
28. Lance Jones
29. Dale Jenneman Sr.
30. Ron Waters
31. Kenny Coolbeth Jr.
32. Mike Hale
33. Dave Hebb
34. John Wincewicz
35. Ty Howard
36. Steve Aseltine
37. J.P. Simonsen
38. Steve Mayfield
39. Del Schnitzer
40. Philip Lash
41. Brett Landes
42. Steve Morehead
43. Joe Kopp
44. Gordon Schioperay
45. Jim Sumner
46. Kris Armenrtout
47. Ronnie Brown
48. Ian Segedy
49. Chris Fitzhugh
50. Jeff Eklund
51. Craig Estelle
52. Shane Butchart
53. Gary Rogers
54. Doug O'Boyle
55. Troy Rose
56. Allon McBee
57. Rusty Rogers
58. Dave Durelle
59. Willie McCoy
60. Dan Stanley
61. James Hart
62. Paul Bergstrom
63. Robert Buffington
64. Alan Eadie
65. Jason Fletcher
66. George Roeder II
67. Mike Hacker
68. Robert Miller
69. Roger Durkee
70. John Hlebo III
71. Georgie Price IV
72. Larry Pegram
73. Brent Armbruster
74. Billy Martin
75. Ted Taylor
76. Jeff Harsha
77. Scott Stump
78. Don Wilson
79. Russ Yamamoto
80. Rich King
81. Lonny Kopp
82. Tommy Colson
83. Paul Morgan III
84. Chance Darling
85. Doug Beattie
86. Kenten Longcor
87. Charlie Orr
88. Geoff Clark
89. Kevin Varnes
90. Clint Vahsholtz
91. Andy Tresser
92. Rodney Farris
93. Danny Koelsch
94. Jess Roeder
95. Matt Wait
96. Donald Paul
97. Robert Gette
98. Bret Beyer
99. Keith Jacobsen

Dubach wins White Bros. Vet Worlds

Doug Dubach (right) earned his third consecutive Vet World Championship at the November 4-5 White Bros. Vet World MX Championships, held at Glen Helen Raceway in San Bernardino, California. The Yamaha factory test rider showed that he has lost little of his former speed as he railed around the track aboard his Yamaha YZ250 and bested Team Suzuki's Guy Cooper in both motos. Dubach ran and hid in the opening moto, but was forced to work his way past the 1991 125cc National Champion in the second moto. Cooper finished second in both races.

Team Honda of Troy manager Erik Kehoe was a close third in both motos, while former 500cc World Championship Series contender Billy Liles and two-time 125cc National Champion Micky Dymond rounded out the top five. Liles competed aboard a factory Suzuki RM250, Dymond rode an FMF-prepared Kawasaki KX250.

Nearly 1000 entrants showed up for the two-day event.

Scott Hoffman

preparation for the March 10th running of the Daytona 200.

The Fourth Annual **Scotty Adams Bash** will be held on November 18 from 3 p.m. to 12 a.m. at the Downtown Airport Park, 1701 S. Western in Oklahoma City, Oklahoma. The event is family oriented with proceeds going to help the former dirt tracker with his schooling. For more information, call 405/789-6045 or 405/348-6529.

Though he has yet to name a second rider for his team, **Kenny Roberts** has reportedly been shopping himself to Cagiva in hopes of reviving the Italian company's 500cc Grand Prix team for the 1996 season. Roberts, who will have his son Kenny Jr. racing in the 500cc World Championship in 1996, may end up losing the factory Yamaha team to **Wayne Rainey**, according to reports from Europe. Rainey is likely to field **Loris Capirossi** and **Norifumi Abe** on Marlboro-backed Yamaha YZR500s. **Luca Cadalora**, meanwhile, is being linked to a Honda team with Erv Kanemoto, though the pair are still seeking sponsorship money.

The first three nominees for the **AMA Professional Athlete of the Year Award** have been announced. The nominees are AMA Superbike National Champion **Miguel DuHamel**, AMA Supercross and 250cc National MX Champion **Jeremy McGrath** and AMA Grand National Champion **Scott Parker**. Two additional nominees will be announced prior to the award presentation, which will take place during the AMA Pro Racing Awards Banquet on December 16 in Las Vegas, Nevada. Among the past winners of the award are Gary Nixon, Kenny Roberts, Bob Hannah, Freddie Spencer, Bubba Shobert and Jeff Stanton.

Former World Champion **Kevin Schwantz** will make his Australian NASCAR debut on November 17-18 at Oran Park in Sydney during the Valvoline Night of Thunder race. Schwantz will drive a Chevy Lumina.

Four-time World Champion **Eddie Lawson** recently completed some tests in his Galles Indy Car at both the team's test track in Texas and at Firebird International Raceway in Chandler, Arizona. "It was incredible," Lawson said. "It went really good and I enjoyed it a great deal. The first time out it was definitely a new experience for me." Lawson will drive the Galles machine with sponsorship from Futaba radio-control systems. "The power is something else," Lawson added. "When that turbocharger kicks in it really sets you back in the seat. It was something that I had to kind of sneak up on, getting used to the power and the amount of grip the car had. Both tests went real well. It's getting now where I think I'm ready for more power already. The midpower grip and corner speed were new to me, but the power delivery of the Indy car really wasn't as much, because it's real abrupt - similar to a 500. I thought that right away, that the way it hit was like a GP bike." Lawson will race the entire 1996 CART series and is said to be negotiating a multi-year contract with Rick Galles.

Noted suspension man **Dale Rathwell** will join Yamaha's World Superbike effort for the 1996 season. Rathwell, who has worked extensively with Vance & Hines Yamaha's race effort, will help both **Colin Edwards II** and the still unnamed second rider for the official factory team. Edwards was the man who went to Yamaha requesting that Rathwell be hired.

"Milton's Cheater Motors" T-shirts are being sold to help raise funds for the **J. Andrew Milton Trust Fund**. Milton suffered severe head and other injuries during practice for the 600cc Supersport final at Sears Point Raceway in August. The "cheater shirts" were originally given to the Californian as a joke after he was protested several times for illegal parts and modifications. The front of the shirt features the MCM logo and slogan: "They ain't stolen, but they sure ain't legal." The back features the "Top 10 Reasons Andy Milton's Motor Didn't Pass Teardown." The shirts are available for $20, plus $4 shipping and $1.65 for tax, if delivered in California. Orders can be sent by check or money order, payable to Asphalt & Gas, 1041 Ardmore Ave., Oakland, CA 94610. For more information, call 510/451-3044.

Doug Domokos, the Wheelie King, won't be performing at the 1996 Cycle World International Motorcycle Shows because of a minor back injury sustained in a hang-gliding accident. Domokos can still perform, but because of the heavy show schedule - nine to 12 performances a weekend for 10 straight weekends - he won't be participating in '96. For more information on any of the shows, call Advanstar Expositions at 800/331-5706.

Harley-Davidson just added its name to the list of sponsors for this year's FIM World Championship Prize Giving and AMA Pro Racing Awards Banquet, scheduled for December 15-16 at Bally's Casino Resort in Las Vegas, Nevada. For more information on the banquets, golf tournament or corporate sponsorship opportunities, contact Connie Fleming or Angie Myers of the AMA at 614/891-2425.

British road racer **Chris Walker** recently tested with Erion Racing at Firebird International Raceway in Chandler, Arizona. "It went great," Kevin Erion said on Monday, November 6. "I don't know if he will be with us or not. He's received a lot of offers over there (in Europe) and he has to see what's happening with Chris Walker." As for rumors that Erion Racing had switched from using Bridgestone tires, Erion said: "It's safe to say that we'll be using Bridgestones again." If Erion were able to persuade Walker to come to the AMA series, the Brit would contest both the SuperTeams and 600cc Supersport Series on the team's Hondas. Walker rode in the 250cc European Championship in 1995, and also rode a Harris Yamaha YZR500 in the British Grand Prix.

The journalist/racer/Yamaha employee team that ended up winning the **Yamaha Motorsports Team Kart Challenge** at Adams Raceway in Riverside, California, on October 26 was the one consisting of motocross legend **Bob Hannah**, Sport Rider Magazine's **Jason Black** and Vance & Hines mechanic **Tom Houseworth**. Hannah turned the quickest laps on the day.

Texan **Jeff Dement** has parted ways with the factory KTM team and will contest the 1996 AMA Supercross and 250cc National Championship aboard Honda of Houston and Re-Claim Environmental Inc.-sponsored Honda CR250s.

The Salvation Army's **Coats for Kids Night** will be held in conjunction with the November 17 round of the Arenocross event at the Reno Livestock Event Center in Reno, Nevada. Kids under 12 who bring a coat to donate will get in free if accompanied by a paying adult. For more information, call On-Trac events at 702/267-4392. The host hotel for the event is the Days Inn in Reno; for reservations, call 702/786-4070.

Louie Aruta, 49, died on Sunday, November 5 in San Jose, California. Aruta was the owner of Louie's Mobile Repair Service in San Jose, and a longtime sponsor and engine builder for numerous dirt track racers, including Will Davis, Paul Bostrum and John Tavis Jr. Aruta, who also once worked as a mechanic at George E. Hall's Gilroy Honda shop, had spent more than 30 years in the motorcycle industry. Funeral arrangements are pending.

The **Harley Legends Exhibit**, celebrating more than 90 years of Harley Davidson's motorcycle history, will be at the Petersen Automobile Museum, beginning on November 11. The Petersen Museum is located in Los Angeles, California.

AMA Pro Racing's Tom Mueller, Ron Barrick, Merrill Vanderslice and Larry Lawrence recently visited **Las Vegas Raceway** during a stopover in the Nevada city for the SEMA show. "Hugh McDonough (the race track's public relations man) took us out there," Lawrence said. "It's under construction now and it's going to be huge. It will have a tri-oval and a road course - it's amazing the amount of manpower they have out there working. It's definitely underway and it's a serious project." The AMA is scheduled to run the final round of its 1996 AMA Superbike National Championship at the new facility on October 3-6.

Recent retiree **Fred Merkel** is currently undergoing tests at the University of San Francisco to determine the extent of the nerve damage to his left arm. "It's a long drawn-out process right now," Merkel said on Monday, November 6. "I just don't know what's going on - we'll have to wait and see." Merkel suffered the career-ending injury when he crashed his Yoshimura Suzuki in the season-ending AMA 750cc Supersport race at Firebird International Raceway in Chandler, Arizona.

CORRECTION: We reported that the Chaparral MX Team would be managed by Larry Brooks and consist of Greg Schnell and Pedro Gonzalez, but Brooks phoned to set the record straight. "I will be the team manager, but we haven't signed the riders yet," he said. Brooks reported that Schnell, along with Scott Sheak, were the likely cantidates, and would contest Suzuki RM125s in the Western Regional 125cc Supercross and 125cc National Championship Series. Brooks will either contest the 250cc Supercross and National Championship Series aboard Hondas or Yamahas. CN

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VOICES
Letters to the editor

Silly season

Wow! I can't believe all the recent motocross/supercross team changes. First Bradshaw comes back, Kiedrowski retires, LaRocco goes to Suzuki and Emig to Kawasaki. That is more changes than in the past few years. What really surprised me was Doug Henry going to Yamaha. I heard him on MotoWorld, and read in a few publications that he would remain with Honda for 1996. What happened?

Will Honda hire another rider? If so, who? What about Bradshaw? I read that Keith McCarty indicated that Damon was a definite for Team Yamaha, but I just read he still hasn't signed. Also, any 1996 Supercross schedule yet? Thanks again for keeping us up to date.

Curt VanEyk
Grand Rapids, MI

Bradshaw has signed with Yamaha; Honda will have a two-man team with Jeremy McGrath and Steve Lamson, thus not replacing Henry; we printed the schedule in last week's paper... Editor.

Supercross fan?

I just read Eric Johnson's guest editorial (Issue #43, November 1), and I can't agree more. I attended the last two Minneapolis Supercross events and I left this year vowing not to return. In 1994, I saw some great racing, but this year I didn't get all that excited. Maybe it had to do with the fact that the track was more technical in nature which limited the air time - but, hey, that's what I go for.

I find myself getting pumped up over NASCAR, yet I am a true bike fan. In fact, Eric's points could go to my favorite form of racing - Grand National Dirt Track. Give us a show, keep us excited, and we'll keep spending the bucks to watch. Thanks, Eric, for saying so well what many of us are thinking.

Ron Crandell
St. Cloud, MN

The Duck

Saturday, November 25 will mark the 21st anniversary of the Barstow to Vegas protest trail ride that first ran in 1975. I know off-roading has changed a great deal in the past 20 years and the days of riding in a wide-open desert are long gone, but the memories are still there.

I also know there are people who remember the San Gabriel Valley M/C and who know what B-to-V stands for. How about it - would you like to get together for an outing at Alvord Road on the Saturday after Thanksgiving 1995? It will be kind of nice to see those rigs pulling in on Thursday and Friday, our off-road city lights glowing in the night's darkness, with friends sitting around the campfires telling those tales that get bigger and better every year. It will be very exciting if we see the Cycle News motorhome there like in 1975. Perhaps it's time for another cross-planting ceremony?

You don't need a bike and you don't have to ride to have a good time, visit with friends, relive moments from the past, and perhaps inform some of our younger generation about the great races and bikes that crossed the desert way back then.

What are your plans? I'm going to be at Alvord Road on November 24-25.

Louis McKey
Phantom Duck of the Desert
Buena Park, CA

Dingus

When Don "Dingus" Watkins passed away of a heart attack on September 30, the world of motorsports lost a truly unique personality. A member of the Checkers M/C since the 1950s, Don had amassed a long list of wins and top finishes in many of the old classic desert races. And, in later years, he had enjoyed successful speed runs with both cars and bikes at El Mirage and Bonneville.

There are many stories about Don, most of them probably true, but far too much to chronicle here. I will just say there are a few people you meet in a lifetime who are always a joy to be with and Don was one of those. You could not be around him without having a good time: It simply wasn't possible.

Dingus lived a unique life and lifestyle with a true life partner, his wife Norma. He was a classic. When Von Dutch died, Bud Ekins stated: "He just did something he never did before." Now Dingus has done that, too. We will miss him greatly.

Ken Newton
Newhall, CA

Merkel and the AMA

I am writing in response to the letter in the October 25 issue (Issue #42) from the parents of Fred Merkel. First, let me offer Fred and his parents my best wishes for a speedy and complete recovery. I was almost killed in a road racing accident in 1981, and can appreciate the emotional and physical pain involved in recovering from a serious racing accident.

The reason I am writing is to respond to the Merkels' belief that the AMA should be held responsible for their son's injuries. I take exception to this for several reasons, but the fundamental issue is one of personal responsibility. No one forces Fred, myself, or anyone else to race if he or she does not want to. If any racer feels a track is unsafe, then it is completely within his or her power to not race at that track. When Fred went onto the track at Firebird, he knew the track conditions, knew there were barriers and a lack of run-off room, and he made a choice to race under those conditions. While I can understand the Merkels' feelings of anger, frustration and concern over their son's condition, no one else can morally be held responsible for his injuries. It is a chance we all take when we decide to race.

I can appreciate that there are contractual and financial issues that professional riders must consider, and these will tend to pressure them to race even if they are uncomfortable with the track. Still, every rider has the option not to race, even if it means getting fired. If unhappy with the AMA's choice of tracks, riders also have the option of racing with other organizations such as WERA and NASB. The ultimate responsibility still lies with the individual.

With regards to trying to force tracks to make safety improvements and the Merkels' thoughts on riders forming a union to support his cause - nothing is preventing them from doing so. It would be the responsibility of the riders to organize and stick together to support their cause. The AMA has limited power in forcing tracks to make safety improvements. Motorcycle racing does not have the following or the financial clout that the other motorsports do, so tracks are often unwilling to spend significant amounts of money making changes to accommodate what is relatively a small group of participants and spectators.

David Sartorius
Romeo, MI

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ON THE FRONT COVER

We ride Suzuki's DR650S. Photo by Kinney Jones. Riding dual sport bikes in Utah. Photo by Steve Berkner. Scott Plessinger - the champ. Photo by Ken Faught/Dirt Rider Magazine.

"Welcome to the greatest show on earth"

(Left) In scenic Utah, "riding" is a relative term. Vistas are so numerous in number and impressive in scope, that frequent stops are a must.
(Above) Fish out of water: The Minnesota-based crew "gets their feet wet" in the dry, dusty, sandy conditions of southern Utah.

By Steve Berkner

So the sign read as we entered Kanab, Utah, by which point it was already quite evident that the message was more than some catch-phrase that the local chamber of commerce had come up with to entice tourists into their town.

Located near the Arizona border in southern Utah, the small town of about 5,000 has a lot to offer its visitors. Within an hour's drive in any direction lie a variety of geographical wonders and national parks - Grand Canyon, Bryce Canyon, Zion and Glen Canyon. These areas, along with countless other landscapes that make up another dozen or so state parks, are all part of the picturesque southwest Colorado River Plateau.

Although these areas have a lot to offer to the millions of tourists who flock here each year, it's a little-known fact that they also have plenty to offer for the off-road motorcyclist.

"Southwest Utah, and the Kanab area, have some of the country's best public riding to offer motorcyclists," says Rainer Huck, president of the Utah Trail Machine Association (UTMA). "And most of it is accessible with a street-legal dual sport machine."

What Rainer is referring to is the unique combination of easily accessible public land and the roads and trails that make up its transportation system. These roads and trails meander through and around the countless canyons and plateaus, linking together the otherwise disconnected outposts of civilization.

"Over 80 percent of the land surrounding Kanab is public," continues Rainer. "And most of it is accessible to off-road motorcyclists - especially if they're riding licensed machines. That's why the UTMA sponsors spring and fall trail rides here. We're not big into the traditional (dual sport ride) format on our rides. We don't even charge any riding fees. But we are big into offering a wide variety of riding opportunities for anyone who wants to come. All you need is a licensed dirt-worthy machine."

The itinerary for the UTMA's Fall

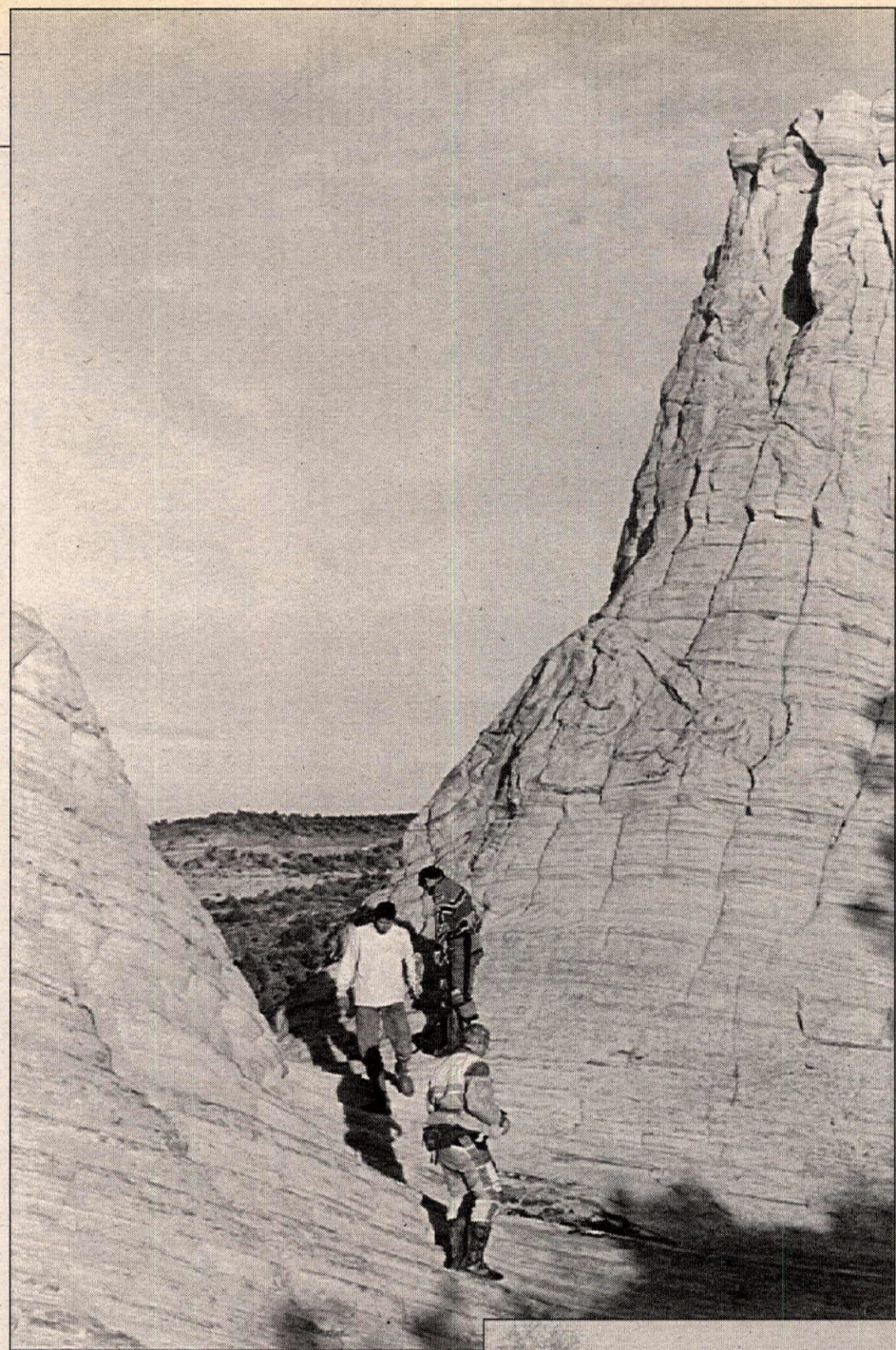
Kanab Trail Ride - which my group planned to participate in - actually listed a variety of rides that includes one-, two- and three-day outings that cover as little as 30 miles and as many as 500. Highlights included rides to the north rim of the Grand Canyon, the Coral Pink Sand Dunes and an overnight stay in Mesquite, Nevada, for a night of gambling.

A phone call to Kanab Trail Ride event organizer, Jim Sloat, uncovered another unique quality to this ride. "We typically don't get a lot of participants on our Fall rides, so our actual riding schedule can be hand-tailored to the riding skills of our participants. We're real flexible with our rides and we're always willing to give them what they want."

Thus enticed, I informed Jim that I would be coming to the ride with two other Minnesotans, Tim Zierman and Dick Carpenter. We would be meeting another friend of ours from California, Rich Knapp. Though not exactly ready for the ISDE, we can all hold our own on a motorcycle, a fact that Jim said would definitely increase the riding possibilities.

"It's been a little dry here recently, and unless it rains the riding conditions will be dusty with plenty of deep sand," he said.

Minnesota isn't exactly known for its deep sandwashes, but we were willing to give it a shot. My home state is known for two things: lots of lakes and a short riding season. Due to cold weather, we usually only get in about seven months of riding before the snow flies again, so we have to try and cram a whole years' worth of riding into about 30 weeks. We learn to ride in all types of weather conditions. Just the thought of being able to ride during the first week in November wasn't going to be spoiled by a little dust or sand. After all, by this time of the year, our bikes were usually tucked away for their annual hibernation.



(Top) Nice cones: On the ride's incredible final day, the crew stopped to check out these white pinnacles - an interesting geological formation.
(Left) For those who think dual sport is all pavement and dirt roads, a quick jaunt up rock-littered Wahweep Creek will quickly convince you otherwise.
(Above) One thing you quickly learn in the canyon- and cliff-laced terrain of Utah, is don't wander off-course. Rain canceled day five of the ride, but made for ideal conditions on day six.

As we made our last turn off I-70 toward Kanab our senses were a little dulled. After a 24-hour cross-country drive, even the scenery couldn't prevent us from feeling a bit fuzzy. Our conversations had begun to ramble pointlessly as the 1400-mile trip started taking its toll. But here we were only an hour from our planned destination, and things were starting to look promising - literally. As we traveled along Highway 89, the trees were still displaying their fall colors against the backdrop of painted canyons and ravines. It appeared that the stage was set for what looked like a week of spectacular riding.

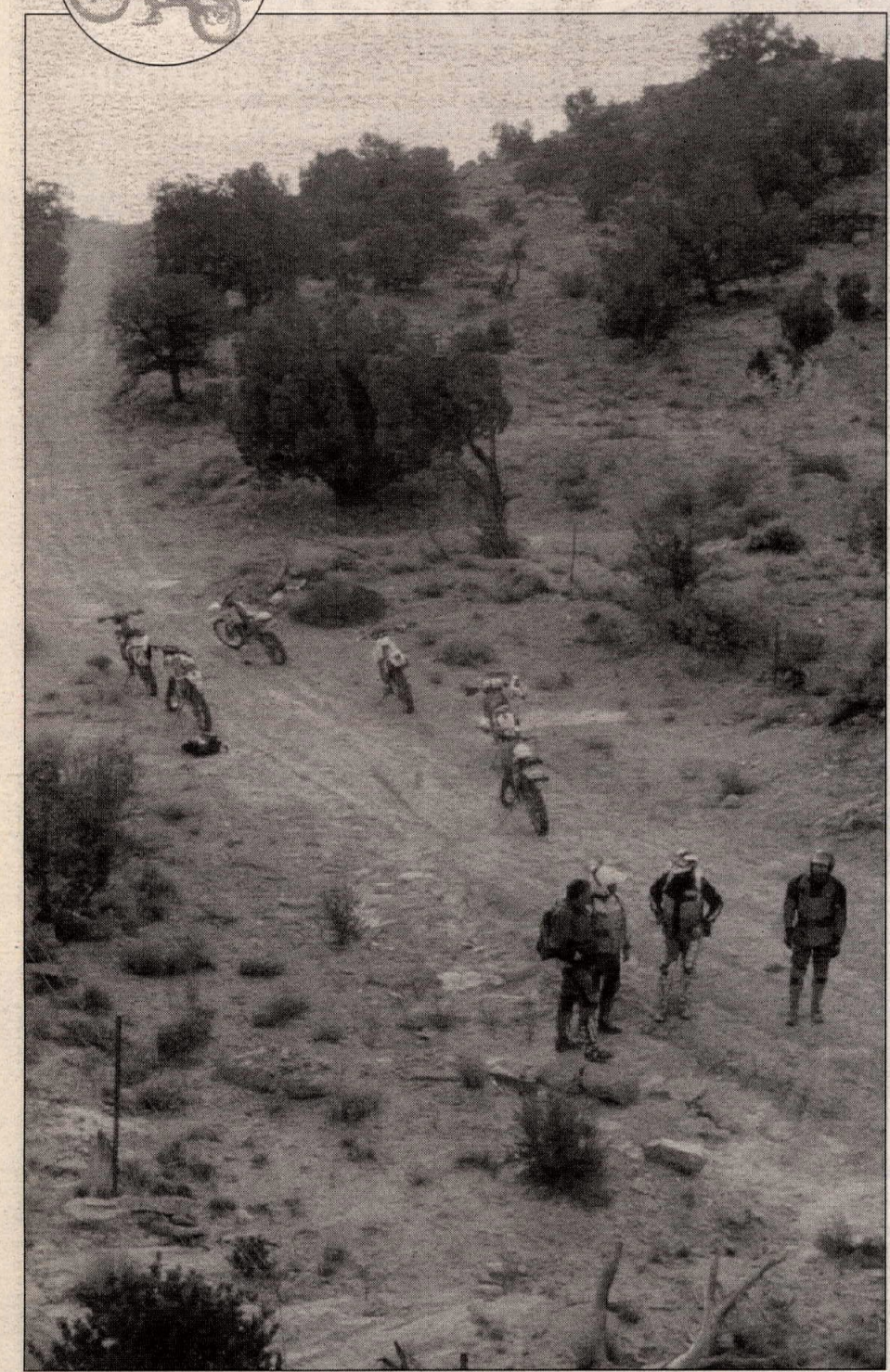
Unfortunately, that experience would be postponed slightly for me, as I missed the first part of day one's ride waiting for Rich to arrive from California. The rest of the group went out for the morning ride, and when Rich arrived by noon, we quickly prepared to meet up with the others at Mount Carmel Junction (17 miles north of Kanab) for the afternoon portion of the ride, which was scheduled to go 100 miles.

After hooking up with the group, we spent most of our time on gravel road and two-track with an equal amount of state highway getting us to and from the Mount Carmel Junction area. As Jim had warned, the conditions were extremely dusty, but we soon learned to keep a good distance between riders so the dust could settle. Most of the area was made up of close, tight canyons with pine-tree-lined ravines. Around each corner awaited another scenic overlook.

At the day's completion, Rainer asked us what type of riding we were looking for. We explained we were in love with the scenery, but that we were interested in a little more challenging terrain. He suggested the Wahweap Creek, Paradise Canyon and Smoky Mountain ride for day two. It would be about a 150-mile jaunt that was kicked off by us hauling our bikes about 40 miles east of Kanab.

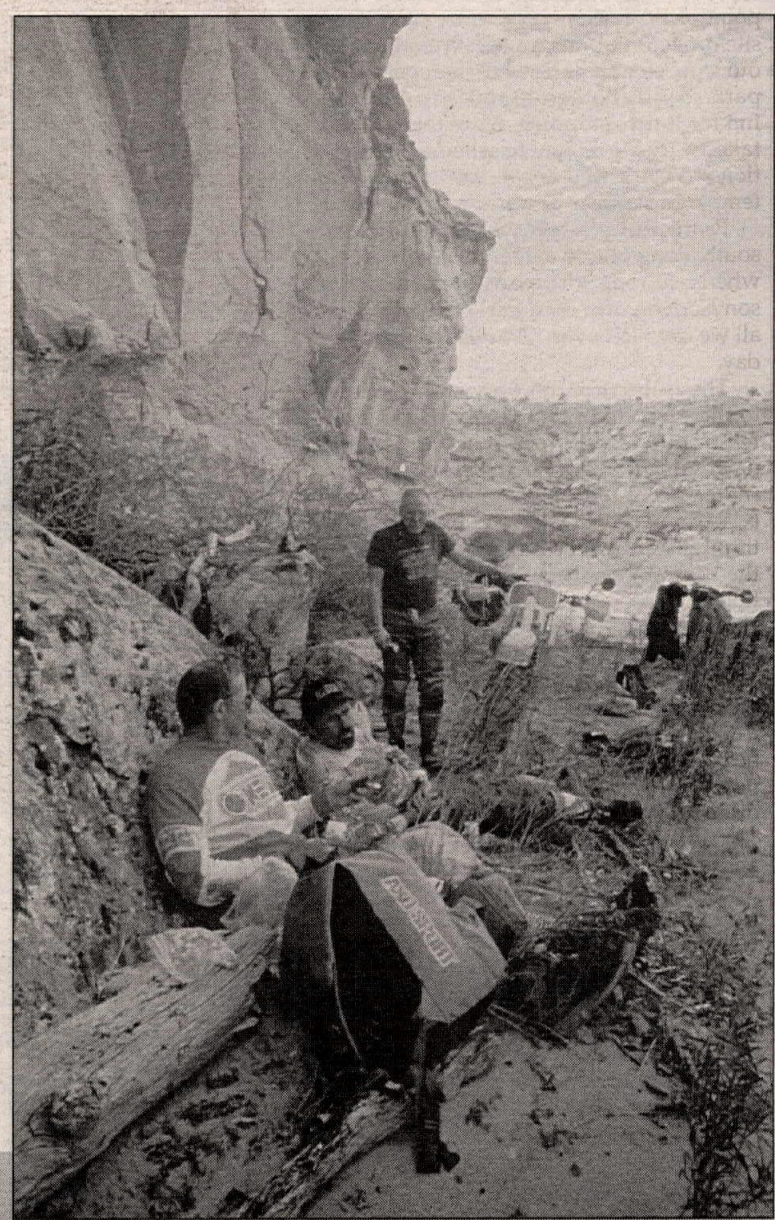
Gravel road and two-track made up the first 25 miles of the day's ride, bringing us to Coyote Point and Jacks Riggs Bench - two spectacular vantage points that overlooked literally hundreds of miles of open canyons and plateaus. We then proceeded to Wahweep Creek which was another 25 miles away.

The Wahweep Creek was a 30-mile sandwash that was riddled with rocks. The 100-yard-wide wash wound its way between sometimes equally tall white, yellow and orange cliffs. After a brief lunch and bumming a few extra gallons of fuel from some hunters, we proceeded 15 miles east to Paradise Canyon, which definitely lived up to its name. The gorge's orange and red walls rose 200 to



(Left) If you choose to experience the Kanab Trail Ride for yourself, we highly recommend bringing a camera. Photo opportunities are ample.

(Left) The group stops to discuss their options. Thanks to relatively low entry numbers, organizers can custom-tune the ride to your liking.
(Right) Lunch stop - Kanab style. Accomodations leave a bit to be desired, but the view more than makes up for it.



300 feet above the its narrow creek bed, which ranged from 10 to 100 feet wide. The occasional tree, with its leaves in full fall color, stood sparsely along the banks of Last Chance Creek as we traveled to the northern base of Smoky Mountain 10 miles away.

We made our way up Smoky Mountain via two-track and paved road to a plateau area that overlooked the Glen Canyon National Park and Lake Powell areas, located about 20 miles away. We then proceeded to Glen Canyon City for a much-needed fuel stop before taking Highway 89 west back to our starting point. In all, we had covered 155 miles during the day.

Day three brought us back to Mount Carmel Junction for a 30-mile ride led by UTMA club member Dave Nicholson. We started from Dave's house, located just outside Mount Carmel Junction. The ride consisted mostly of technical single-track, but we were treated to varying terrain as we made our way back and forth across ridges to a vantage point called the Barracks.

Dave led us down a 100-yard trail that required us to employ varying "bulldogging" techniques. The trail went from what seemed like a near-vertical drop to a 20-foot-wide clearing nearly 150 feet below. From that vantage point we overlooked the East Fork of the Virgin River, flowing nearly 1000 feet below. After a brief stop it was back to

Achtung baby

Imagine going on a dual sport ride that would take you overseas for a six-month adventure. Each night you would camp out under the stars and live off the supplies you carried along. The trip would take you over a year to plan and would take you nearly 25,000 miles by motorcycle before you would return home.

Sounds like something for the rich and famous. Well, think again. For Germans Juergen Philips and Marlene Rief, the adventure has become reality - only *their* overseas destination was North America.

Arriving in Vancouver, British Columbia, on June 5th of this year, the two have already traveled nearly 20,000 miles by motorcycle. Their first destination was north, where they spent nearly two months exploring the backroads of Canada, traveling through British Columbia, the Yukon and Northwest Territories before entering Alaska.

Riding a pair of '93 Suzuki DR650s, the touring Duetschlanders have avoided major highways and interstates whenever possible. Rief said, "Gravel roads have actually made up about one-fourth of our total mileage so far."

Philips explained, "We really don't like crowded areas. For example, after entering the United States we thought we'd stop by Yellowstone (National Park). But there were so many people there we just kept going."

From there the two traveled throughout the United States, making their way all the way to Florida. By the end of September they had traveled back across the U.S. to El Paso, Texas, where they put their bikes into storage before traveling south of the border by bus all the way to Guatemala. Philipp said, "We originally planned on riding our bikes, but mine already has over 39,000 miles on it and I haven't had to make any major repairs. We didn't want to take the chance of breaking down in some remote place and having to wait for parts."

Because of the German Deutschmark's strength over the U.S. dollar, the two say the trip has not been that cost-prohibitive. "Compared to Germany things are relatively inexpensive here," said Reif. "For example, in Europe gasoline would be one of our largest expenses; here it's cheap."

The duo plans to ride to Kansas and back to Texas, from where they're scheduled to depart for Germany on November 22nd. "By that time we should have traveled nearly 25,000 miles," said Philipp.

Steve Berkner

Mount Carmel Junction for a late lunch before heading back to Kanab.

Day four of the ride took place entirely on maintained roads. Anticipating rain, organizers kept the day's schedule simple. We left Kanab early in the morning and rode north up Johnson Canyon to Bryce Canyon National Park, located 50 miles away. The road turned from highway, to gravel road, to dirt road as we made our way to the park.

A friendly encounter with a park ranger revealed that the best vantage point of Bryce Canyon was in the opposite direction of our travel. We adjusted our course and followed the specified park roads another 40 miles to Ruby's Inn for lunch, stopping along the way to take in the spectacular scenery. Elevations reached well above 9000 feet, with temperatures near freezing.

From Ruby's Inn we headed back south along Highway 12 to Cannonville, where we rode dirt roads back to Johnson Canyon and than back to Kanab. In all we traveled over 170 miles during the day.

The ride's fifth day was canceled due to the predicted rain. Nearly two inches fell on the Kanab area, making the last day of our ride dust-free. If day two had included a ride through Paradise (Canyon) then day six was a ride through heaven. We left Kanab early in the morning with perfect riding conditions, thanks to the previous day's precipitation.

We spent the morning exploring a wash located north of Kanab Canyon in an open riding area. We followed a jeep trail as it jumped in and out of a creek bottom until we eventually were funneled up through a narrow ravine that diminished to a point near a gravel road. That road lead us to Orderville for gas and lunch 30 miles into the ride.

The rest of the afternoon was spent riding back down the same ravine and wash we had followed in the morning, until we connected up with about 30 miles of deep, sandy two-track. Time passed quickly as we raced down the sandy, bermed roads. The conditions were almost identical to skiing deep powder snow.

We made our way south to a local geological point known as "the cones," where we arrived just in time to watch the late afternoon shadows rise across the three white, cone-shaped pinnacles.

The 15-minute ride back to the motel was casual. As I rode, I reflected upon the last six days and the spectacular scenery that we had witnessed. We had just ridden through the canyon lands of southwest Utah, experiencing up close the geographical wonders that most people only see from a distant vantage point.

Rainer had been right when he said the Kanab area offered some of the most unique riding area in the country, and quite possibly "the Greatest Show on Earth."

As we said our goodbyes the following morning Rainer explained why the UTMA doesn't charge a fee for its trail rides. "After closing nearly all of California to open riding, the environmentalists are now just starting to focus on Utah," he said "So (instead of) charging fees, we ask participants of our rides to become activists for our cause - even if it just means writing our respective congressmen and letting them know how we feel about leaving the wilderness open to the public. We can't let what happened in California happen here."

Sounds like a deal to me, even at twice the price.

For more information on the UTMA or on any of their upcoming rides, you can reach Rainer Muck at 801/467-3795.

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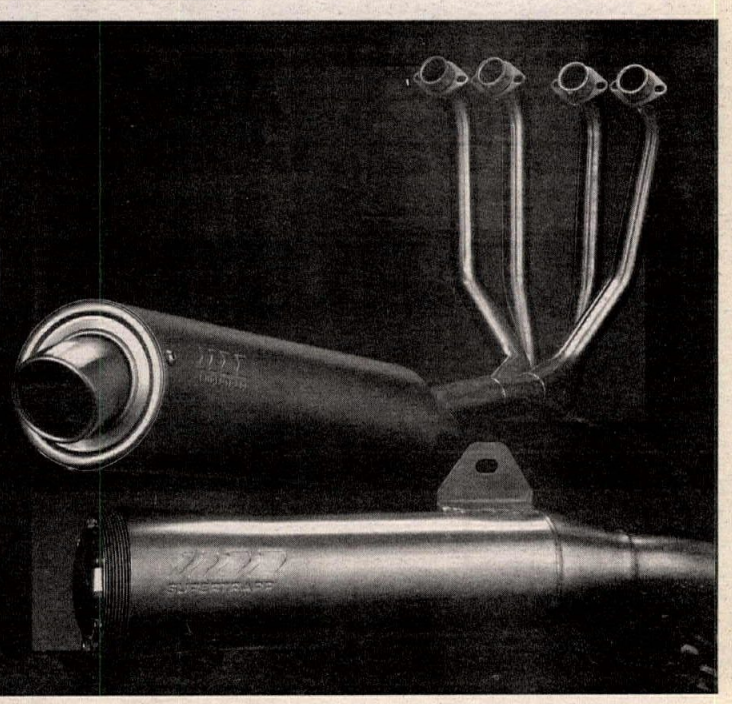

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Ready for battle

By Donn Maeda

Every October, Cycle News *hosts an annual dual sport ride that routes riders through the San Bernardino Mountains below and around Big Bear Lake, California. Among the editorial and advertising sales staff members, the event has become an unofficial "warmup" for our annual Christmas staff race. But wait! A dual sport ride is supposed to be a nice leisurely ride, right? Well, maybe, but anyone who's ever been on a dual sport ride with a motocross racer or two knows how easily these events can turn into one long, extended moto.*

We confess.

Last year, I was talked into participating in what would be my first-ever dual sport ride and volunteered to ride the Suzuki DR125 that no one else seemed to want. Ignorant of what would unfold on the trail, I figured that the underpowered, undersuspended little machine would be okay for a ho-hum putt down the trail with a few of my cohorts. Little did I know.

As soon as I saw the red glow in my editor's eyes that morning, I knew that I was in for an adventure. The bar banging started right from the get-go, and I struggled to stay at the head of the pack aboard my miniature machine. A flat tire in the first six miles didn't make things any easier, especially since I didn't fix it until the 65-mile mark.

As I blew dirt clod after dirt clod from my nose at the end of the day, I vowed to be better prepared for this year's ride...

A few months before this year's annual ride, Tom White of White Bros. fame phoned to try and convince me to come out and cover the Four-Stroke World Championship race that they sponsor every year. Sensing my lack of enthusiasm, White sweetened the deal with a White Bros. factory ride aboard their Kawasaki KLX250. Needless to say, the deal was too good to pass up and I agreed. Though the bike started life as a mild-mannered 250, the Kawasaki was punched out to near 300cc and was one of the most fun-to-ride bikes that I had ever thrown a leg over. It was hard to believe that the bike was street legal, and images of myself winning - oops, I mean *riding in* the dual sport ride aboard the monster KLX began to flash through my head.

Unfortunately, White is just as - if not more competitive - than myself, and declared that he would do battle at Big Bear aboard the green hot rod. Just as my bubble burst, however, White came up with a solution: a Suzuki DR250 that had undergone the same treatment. Once again, my buddy Tom had come through.

DR. JEKYLL AND MR. HYDE

This particular bike started out life as an ordinary 1990 Suzuki DR250S, but when the guys at White Bros. were done with it, the docile DR was radically transformed.

In stock condition, the DR's weakest link was in the engine department. Though the 249cc, single-overhead-cam motor put out enough power to putt around town on, it left a lot to be desired on the dirt. Power - we wanted more power!

"We've tried about every piston, cam and pipe combination on most of the dual sport bikes available," said White. "We try to find the combination that produces the best improvement without sacrificing the reliability factor."

In the DR's case, a 270cc kit that consists of an Arias piston and ring kit, a White Bros. All-Around Cam, a Supertrapp E.A.R. muffler and a White Bros. Large Diameter Header was the answer.

The high-lift bumpstick opens the valves sooner and quicker, and leaves them open for a longer duration than the stock cam. While the increased overlap yields midrange and top-end gains, most of the motor's bottom-end power is lost. That's where the oversized piston comes in. In addition to adding 21cc, the forged Arias slug bumps up the engine's compression and restores the lost low-end power. The kit still allows room for an additional overbore.

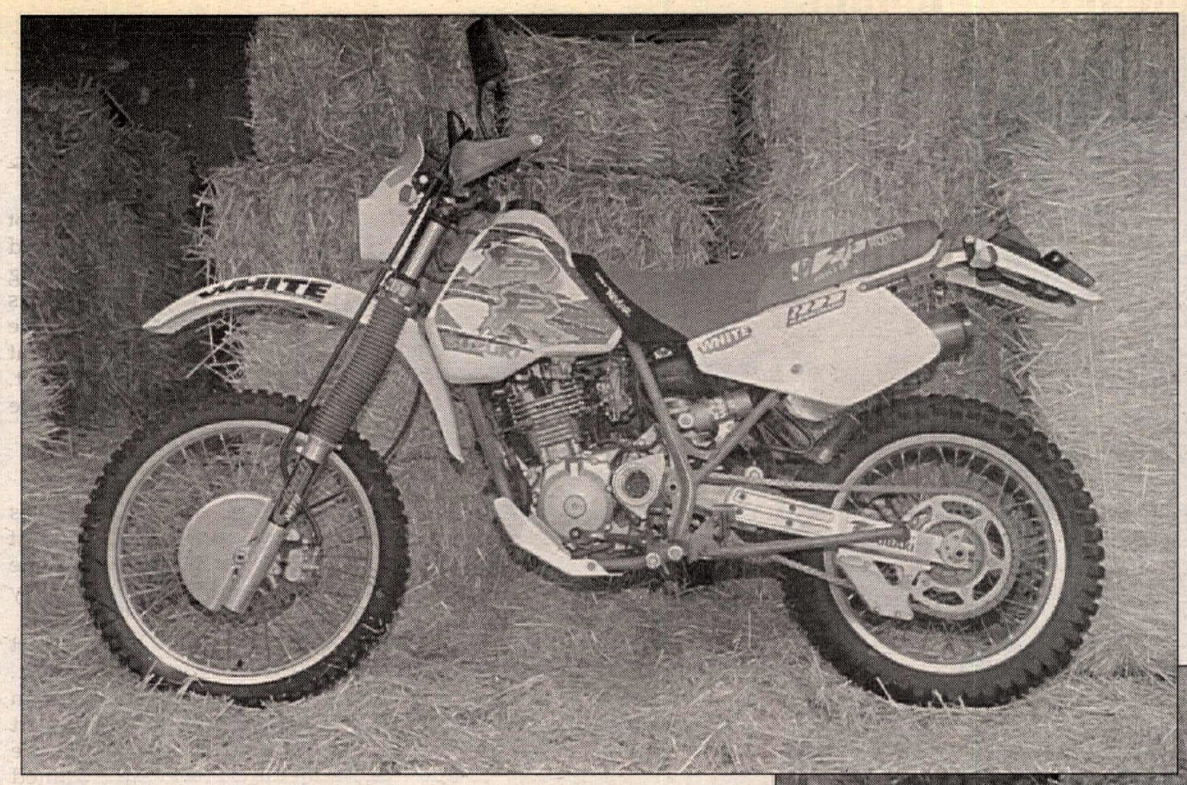
In order to get more air into the healthier motor, a White Bros. Powerfilter was installed and the restrictive stock unit was tossed out the door. The backfire screen was removed from the airbox, and several breather plugs were installed into the airbox body. To compensate for the larger engine's greater appetite, the carburetor was jetted richer. Though White Bros. offers larger aftermarket carburetors, we opted to make the most of what we had with the stock Mikuni unit.

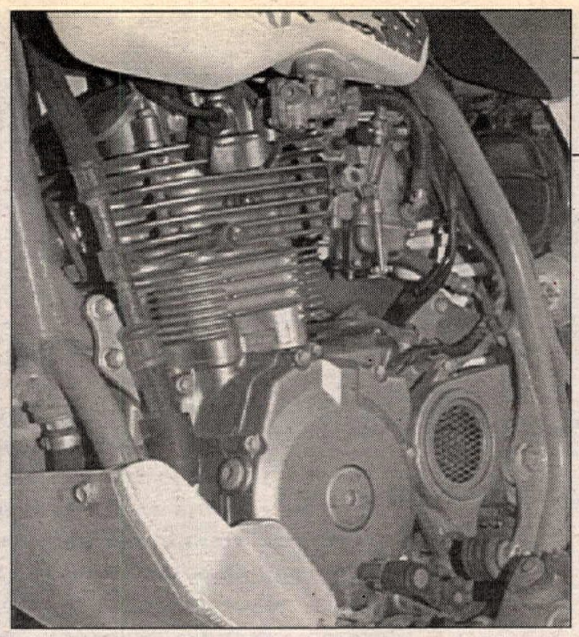
Spent gasses are expelled through a White Bros. header pipe, which is larger in diameter and is claimed to improve power throughout the entire powerband. A Supertrapp E.A.R. muffler keeps things unrestricted, yet quiet, out back.

On the dynamometer, our stock bike pumped out a mere 17 horsepower, but after the White Bros. got to it, the little motor spit out 23. While 23 horsepower may not sound impressive in comparison to the power output of say, a Honda XR600, consider this - a six horsepower gain for the DR is a 35 percent increase in power. Not too shabby.

The second complaint that most offroaders have with the stock DR is that the suspension is too wimpy to handle any aggressive trail riding. Sure, the stock suspenders are adequate for a 140-pound rider who likes to cruise and take in the scenery, but the stock bike buckles under larger or faster riders. The White Bros. solution? A stiffer Eibach spring kit. To keep things cost effective, the valving was left alone and stiffer fork and shock springs were relied upon to firm up the ride. Good enough for us.

To make the rest of the machine more dirt worthy, a long list of White Bros. accessories were bolted on, most notably





(Left) Six extra horsepower lurk inside the modified DR engine. The White Bros. skid plate does a great job of protecting the delicate engine cases.

an IMS plastic fuel tank - which is larger, lighter, and more durable than the bogus steel tank that comes stock - and a variety of DeVol and White Bros. aluminum guards. The front- and rear-disc, caliper and master-cylinder guards from DeVol protect all of the bike's vital controls, while the White Bros. skid plate keeps wayward rocks from damaging the underside of the frame and the delicate engine cases.

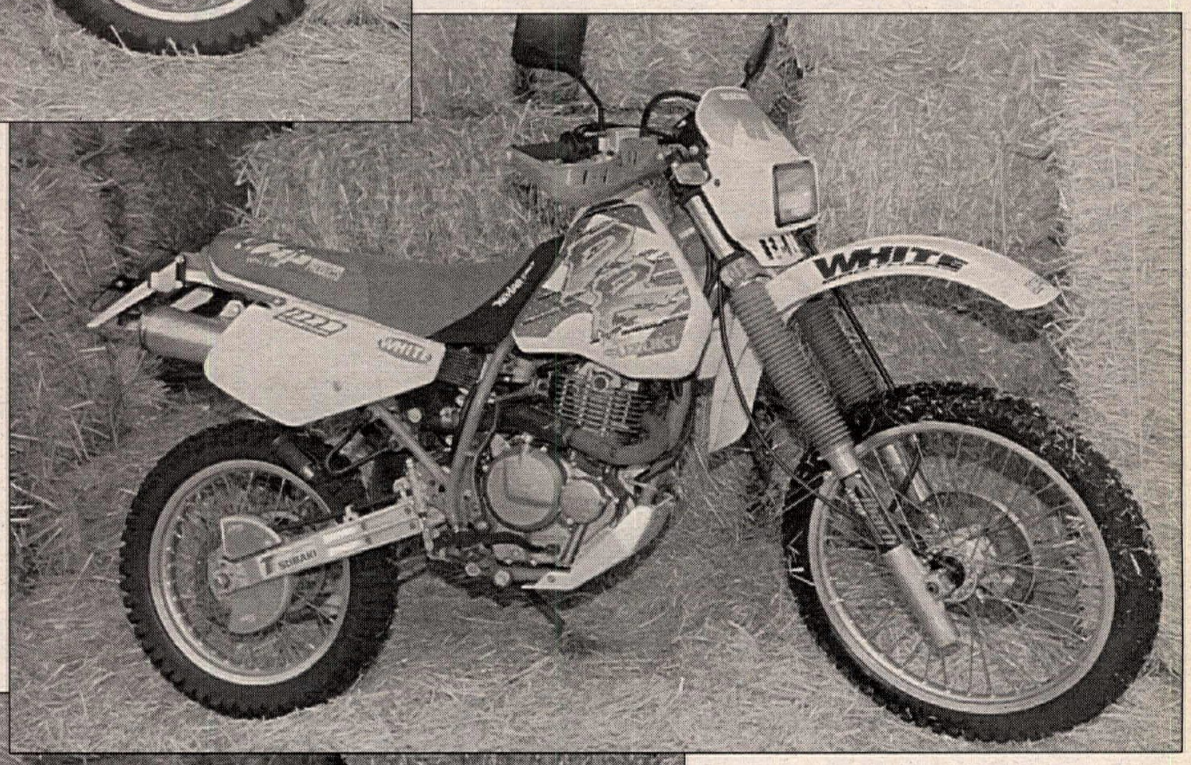
A Baja Products extended seat kit replaced the short, mushy stock seat foam. The stock seat cover is thin and tears easily, while the foam breaks down after only a few months and is a serious instigator of monkey butt on long rides. The Baja Products kit is firmer, more durable, and has a grippy front section to boot.

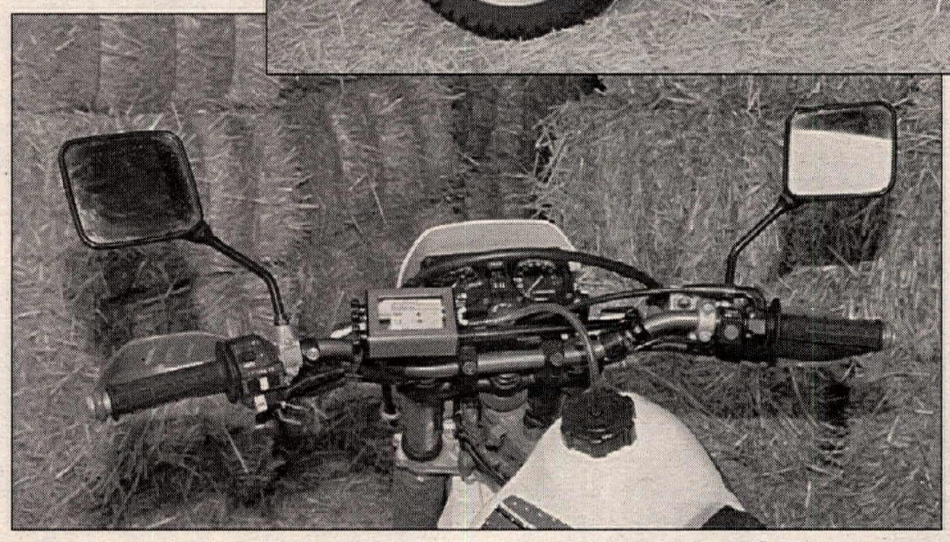
IMS wide footpegs provide a more stable platform for the rider's feet, while Renthal handlebars replaced our badly bent stock steel units. A set of White Bros. Polisport handguards were added to protect not only the rider's hands from flying rocks and unexpected trees, but to save the levers in the event of a tip-over - likely, in our case.

White Bros. Mini Stalk lights were bolted on both ends of the bike. The tiny - yet legal - blinkers look much better than the huge stockers, and are much less prone to crash damage.

A Link roll chart holder, Ceet racing graphics and Bridgestone ED-01 dual sport tires completed the package.

(Above and right) The White Bros. DR270S doesn't look *much* different than a stocker, but it works worlds better. (Below) Renthal handlebars, Polisport handguards, and a Link roll Cchart holder made up the control panel.





HYDE'S RIDE

We were glad to learn that the modified DR started just as easily as it had in stock condition. A few kicks with the manual compression release actuated, followed by a healthy kick, usually brought the white machine to life in short order. Sadly, the modified motor is just as cold-blooded as it was in stock form, and a few minutes of idling were required before the fun could begin.

From the moment we clicked the bike into gear, it was apparent that the bike's power output was upped considerably. The modified motor revs much quicker than the stocker, and the carburetion was much cleaner as well. At altitude, we must admit that we weren't super-impressed with the motor, but at sea level, the DR really shines. Second gear wheelies are no problem. (In stock condition, even first gear wheelies are a rarity.)

The bike has an authoritative growl that is much louder than stock, yet not loud enough to be seriously offensive. As always, we found ourselves infatuated with the rumble of the four-stroke exhaust and spent altogether too much time revving the motor. Maximum power output is right at about 8500 rpm - just as the tachometer reaches the redline. Though we were afraid to scream the bike at first, we found ourselves over-revving it to the moon by the ride's end. The bike felt as fresh at the end of the day as it had at the beginning, leaving no doubt as to the modified motor's reliability factor.

The added grunt was much appreciated when the trails got steep, tight or fast. Basically, the big motor worked better in every condition encountered. We love it.

On the street, the bike pulls through the gears quickly, and freeway speeds are maintained with a greater level of comfort. Don't get us wrong, the bike is still screaming at 65 mph, but it no longer feels like it's about to puke the valves through the exhaust pipe.

On the trail, the stiffer suspension springs were a blessing. Though we wouldn't take the DR onto a motocross course, we found the bike more than capable of gobbling up most obstacles encountered on the trail. On sit-down smooth fire roads, the bike lost some of it's plushness, but the sacrifice was well worth it on the rougher single-track sections of the course.

After hearing several stray rocks hammer off the various aluminum guards, we were convinced that the added weight of the metal protectors was justified. Smashed frame rails, broken cases and bent brake discs are all things that we can do without.

As for the controls and comfort, the Renthal bars did their usual fine job of absorbing much of the engine vibration and small trail-induced jolts, and the Polisport hand guards saved both our hands and levers on several occasions. The Baja Products seat kit makes a world of difference - especially on long rides. Though not as cushy as the stock pillow, the stiffer foam kept the ride enjoyable well past the 100th mile. The IMS fuel tank is larger than the stocker, yet lacks the bulky, cumbersome look of other aftermarket tanks.

So, you wonder, how did the Cycle News dual sport ride go, anyway? For the complete story, check out Paul Carruthers' Teardown column on the last page. Before the near death-and-destruction occurrences (none of which involved the DR270 of yours truly), let me say that the White Bros. machine performed flawlessly. Unfortunately, I was forced to trade bikes with one of my fellow editors (who shall remain nameless.) Mr. X had chosen to ride a Kawasaki KLX650, and several miles into the ride, admitted that he needed the peppy powerband and excellent maneuverability of the DR270 to continue. So, as a pork chop with legs got on my sano little DR, I was forced to finish out the ride on a pork chop with wheels...

What they cost

Arias 270cc Piston Kit	$121
All Around Cam	$100
White Powerfilter	$23.95
Tsubaki Omega Chain, 520 x 114	$98.40
Supertrapp E.A.R. Muffler	$209.31
White Bros. Oversized Head Pipe	$66
Renthal Handlebars, RM Bend	$75.95
Link Roll Chart Holder	$29.95
Eibach Spring Kit (front and rear)	$99.95
Bridgestone ED-01 Tire, front	$55.42
Bridgestone ED-01 Tire, rear	$78.68
Baja Products Extended Seat Kit	$144.90
WB Brake Saver	$5.35
IMS Wide Footpegs	$59.95
Mini Stalk Lights	$13.95
Universal Tail Light	$12.60
White Bros. Light Savers	$5.95 ea.
IMS Fuel Tank	$184.95
Devol Front Disc Guard	$47.98
Devol Rear Disc Guard	$52.99
White Bros. Skid Plate	$74.95
White Bros. Polisport Trimline Handguards	$44.95
Ceet Racing Graphics	$49.95

White Bros.
24845 Corbit Pl., Yorba Linda, CA 92687
714/692-3404

GET A NEW KX AT YOUR

be aggressive

be focused

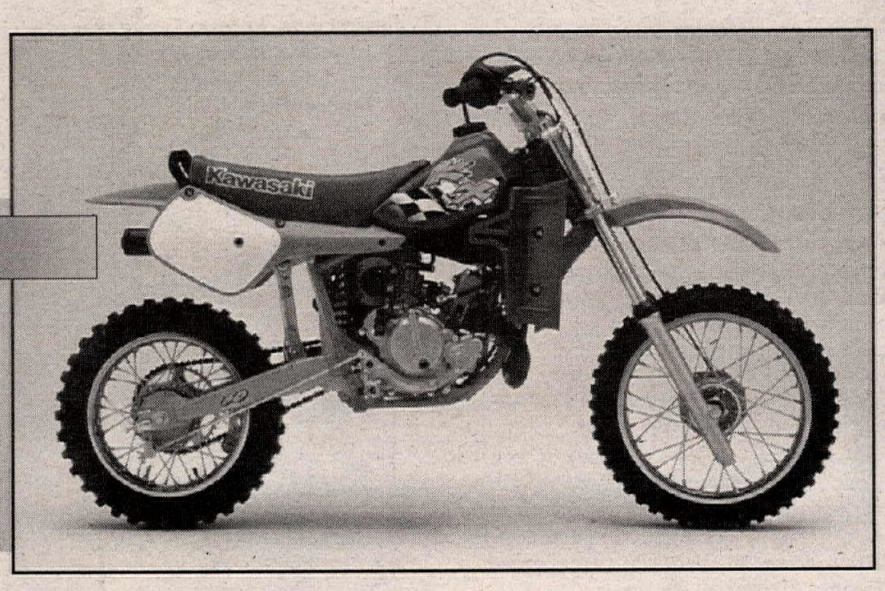
be a winner

LAST LAP AND YOU'RE TOTALLY FOCUSED. IT'S THE FINAL TURN, TIME TO MAKE YOUR MOVE, SO YOU WAIT A BREATH BEFORE GETTING ON THE BRAKES. YOU STUFF IT IN SO HARD YOU WILL THE FRONT END TO STICK–AND IT DOES. YOU SQUARE IT OFF, AND BLAST OUT A WINNER. WOULDN'T IT FEEL GOOD TO COLLECT MORE WINS THIS YEAR? DO IT, BUT WITH LESS SWEAT ON THE NEW, BETTER HANDLING '96 KX250. CYCLE WORLD'S ALREADY NAMED THE KX250 BEST BIKE OUT THERE, PERIOD. * IN OUR SEARCH FOR THE PERFECT SETUP, WE UPPED THE STAKES IN '96 BY ADDING A BIGGER, 46 MM FORK THAT CARVES BETTER AND TRACKS STRAIGHTER. AND WITH A REVISED UNI-TRAK®, HOOKING UP THE REAR IS BOTH QUICKER AND SMOOTHER. FOR MORE RIVAL–STOMPING ROOST EVERYWHERE, TWO NEW WINGS INSIDE THE CARB THROAT, NEW TRANSFER AND EXHAUST PORTS AND NEW IGNITION MAP DO THE TRICK. STAKE OUT YOUR OWN TERRITORY ON THE WINNER'S PODIUM. RACE THE NEW KX250.

KX250

* 250 Class MX Shootout, May '95

KX60



- Today's MX champions all started early and there's nothing better than the KX60 for preparing your future star. The 60 cc two-stroke engine generates strong race-bred power that's designed for the experienced rider.
- The super-reliable engine features 4-petal reed valves, CDI, 8.4:1 compression, efficient expansion chamber and rebuildable silencer.
- Another class exclusive: liquid cooling for more consistent operating temperatures, from playing around to all-out racing.
- From the advanced high-tensile steel frame to the 30 mm leading-axle fork and adjustable UNI-TRAK rear suspension, the chassis is specially calibrated for riders in the 60 cc class.
- Team Green™ has all the tips to make you a champion. See your participating dealer.

KX100

- Nobody's got a better lock on the stock 100 cc class than Kawasaki. the 52.5 x 45.8 mm bore and stroke, 2-petal reed valve, 2-stroke engine pumps out the kind of power that puts it ahead of the competition.
- Added reliability comes from the rugged clutch and transmission built tough to handle all the stresses of full-on 100 cc racing.
- With an exclusive high-tensile steel perimeter frame, you'll be turning fast laps with precision and control.
- Fast laps require trick suspension components, too: advanced upside-down 36 mm front fork delivers 10.8 inches of smooth wheel travel. Plus Kawasaki's exclusive Bottom-Link UNI-TRAK rear suspension with remote reservoir shock that's both fully adjustable and rebuildable.
- Rear shock features adjustable preload, 4-way compression and 16-way rebound damping so you can set up the rear end for different racing conditions.
- Big 19-inch front and 16-inch rear wheels provide better traction and control on the rough stuff while you almost float over smaller ruts and other track obstacles.
- Powerful disc brakes front and rear offer strong yet progressive stopping power for picking off the competition under braking.

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Phoenix, AZ 85032
(602)867-3381

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Tucson, AZ 85711
(520)747-4624

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Beaumont, CA 92223
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Fairfield, CA 94533
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Redwood City, CA 94061
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Kawasaki

PARTICIPATING KAWASAKI DEALER

KX125

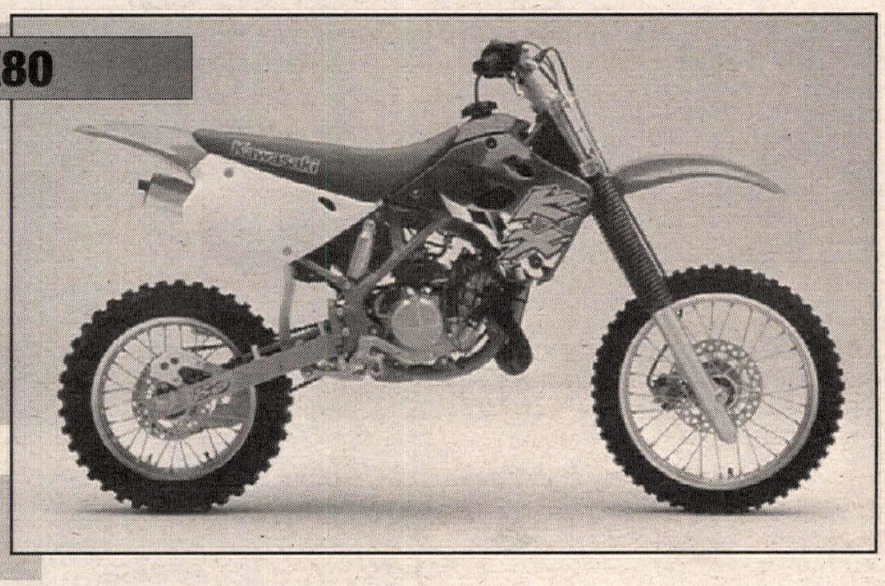
BEING A TOP FLIGHT 125 RIDER IS ANYTHING BUT EASY. LAP AFTER LAP OF ENDLESS CLUTCHING AND SHIFTING TO STAY ON THE PIPE. LEARNING TO KEEP IT WIDE OPEN TO PICK UP PLACES ON THE OUTSIDE. OR RUBBING ELBOWS BRAKING LATE FOR THE INSIDE LINE.

have no fear

THIS YEAR, BREATHE THE CLEAN AIR OUT FRONT WITH THE FASTER, CRISPIER HANDLING KX125. HEADING THE UPDATES IS A MASSIVE 46 MM FORK WITH THINNER YET STIFFER TUBES, WHILE A MORE LINEAR UNI- TRAK COMPLETES THE SUPERB HANDLING PICTURE. FOR STRONGER RACE-WINNING POWER THAT STAYS ON THE PIPE LONGER, THE REED VALVES ARE NOW RESPONSIVE CARBON FIBER. AND WITH CHANGES TO THE PORT TIMING, CARB, IGNITION, TRANSMISSION AND FINAL GEAR RATIOS, ALL THIS NEW POWER IS WHERE IT OUGHT TO BE. ON THE GROUND AND PUSHING YOU AHEAD OF THE PACK. THIS SEASON. TAKE CONTROL ON A '96 KX125.

KX80

- With the 80 cc wars heating up, you need a powerplant that can trounce the enemy. Kawasaki comes through with excellent throttle response across the range from its 82 cc, 2-stroke engine. Experts just love that top end.
- Getting all the power down is easy with the adjustable Bottom-Link UNI-TRAK rear suspension that delivers 10.8 inches of wheel travel. Like the bigger classes, the shock's adjustable for 4-way compression, 16-way rebound and spring preload.
- Kawasaki's exclusive 38-mm TCV fork features special internal valving that automatically stiffens fork compression as wheel speed and force increase. The result is better front-end control.
- Fast lap times demand strong, predictable brakes. The KX80's got 'em: Hydraulic disc brakes with drilled rotors front and rear.
- Just like the pro bikes, this one's got first-class ergonomics for an excellent riding position.
- Team Green™ has all the tips to make you a champion. See your participating dealer.



RIDING'S MORE FUN

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized closed course areas only. Riding is more fun on a well-maintained motorcycle... follow the instructions in your owner's manual. Remember, riding safe is smart.

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Kawasaki

Land rover

By Mark Hoyer
Photos by Kit Palmer

In 1831 British scientist Michael Faraday created a device that would eventually change the world: the electric motor. And old Faraday would be proud to see what a fine application was made for his most famous of inventions. Since its contrivance, the electric motor has had countless applications to ease our lives here on the planet, but none more noble and good than the starting of a big-bore, four-stroke single. It wasn't too many years ago that the manufacturers finally realized that for a small weight penalty the convenience of electric starting increased usability and decreased the dual sport compromise dramatically; trying to kick-start such a machine can break a man (or his foot) in short order.

And therein lies the beauty of Honda's electric-start XR650L: enough civility to serve in a world of innumerable forms of ever-spreading pavement, *and* the competence and fortitude to take you far away from it with nary a whimper. Well, there may be one or two quiet protests now and again when conditions are particularly rough, but nothing that can't be quickly and easily addressed with a trip to your nearest dealer.

And the first thing to go, as is usually the case, should be the tires. The pavement-oriented rubber is just that, pavement-oriented, and on the road the faux knobbies are smooth and quiet, tracking straight without much protest over freeway rain-grooves at speeds up to about 65 mph. At velocities greater than that, things get a bit dodgy, with a low-frequency oscillation that will actually be much more alarming to those around you than to you yourself. When the tarmac ends you'd be well advised to drop a few p.s.i. from the stock Bridgestones to make the most of what traction is available. One of our testers made the mistake of running 28 p.s.i. for the CN dual sport ride, held under dry, dusty conditions. As a result the handling wasn't exactly confidence-inspiring for the novice dirt rider, with an unpredictable front-end push - sort of like

The XR650L is tall. Even riders with long inseams will be on their toes at stoplights.

almost falling over backward in a chair and just catching yourself, except that it goes on all day. The best results (adequate) were had with tire pressures in the midteens. If you will be doing anything more than just casual fire-road duty, get real knobbies.

One aspect of the bike you won't be disappointed with is the suspension. Twisty pavement is a blast on the XR. Surprising lean angles can be attained, and if you brake hard and late to compress the front suspension, the tall bike will turn in very quickly.

But where the 650 really shines, as it should be, is in the dirt - this is real dirt bike suspension made just civil enough to be used on the street. Big hits are not a problem - no swapping and little front-end deflection on only the sharpest of obstacles. Suspension action is a bit harsh at times, transmitting some of the more jarring hits to the rider, but neither end will do anything untoward that would leave you in the weeds - you might end up there, but it will probably be your fault. The 43mm conventional fork is adjustable for compression damping while the rear does it all: preload, compression, rebound.

Power from the four-valve single is broad and reasonably smooth. The 650cc motor features a counterbalancer that eliminates the most numbing vibrations, but it isn't quite as smooth as the '96 DR650 Suzuki, for instance. At low rpm, you feel every power stroke - it doesn't misfire when you lug the motor, but you really get the impression of punishing the driveline as all the pieces bounce around from the lash. Midrange torque is perfect for power-on slides and makes the XR easy to control in those circumstances. Despite the machine weighing a claimed 324 pounds dry, the front wheel is easy to loft over obstacles. Throttle response was fairly quick and even with the stock rubber the rear end hooked up well in the dirt.

Though surging wasn't a problem, the 42.5mm carburetor is set on the lean side as evidenced by the popping from the exhaust on overrun. Since tampering with intake and exhaust systems on emission-controlled vehicles is illegal, we really can't recommend making changes, but all it takes is a little shim under the needle to set things right...

One really nice feature is the quick air-filter access; only three dzus fasteners on the left sidecover stand in your way. The sidepanel itself is the airbox wall, so once it's off, you're there.

Shifting the XR's five-speed gearbox is aided by a light (one finger pull), precise clutch, and positive throws from the shift lever. Good thing, too, because off-road, you'll be shifting. First gear is too low for anything but the steepest and slowest of going, and the step to second is rather wide, making it just a little too tall for tighter, medium-speed trails or exiting slower corners. Though not common practice on large-displacement four-strokes, working the clutch on the exit of such corners gets the revs where they need to be. With the stock gearing you often find yourself going in to a turn faster than you otherwise might to compensate. Going one tooth larger on the countershaft sprocket might make first gear more usable for slower corners, with the added benefit of dropping the rpm at highway speeds.

The frame is XR600-based (same 27° rake and general layout), with only a minutely altered trail figure, and as such doubles as the oil reservoir for the dry-sump lubrication system. The frame's heritage also means it works very well off-road. Ergonomics are good and place the pilot aggressively over the front wheel, with plenty of room for tall riders. And you had better be tall; seat height is a towering (for the street) 37 inches. The benefit comes in terms of ground clearance, which is 13 inches, and allows the bike to clear most obstacles with ease. The seat is fairly wide and easy to move around on as well as being comfortable for long rides.

Overall the bike is narrow, but if you move well back on the seat the wide sidepanels do get in the way. And there is no changing them either, since the left side makes room for the battery and the right side the large silencer/spark-arrestor.

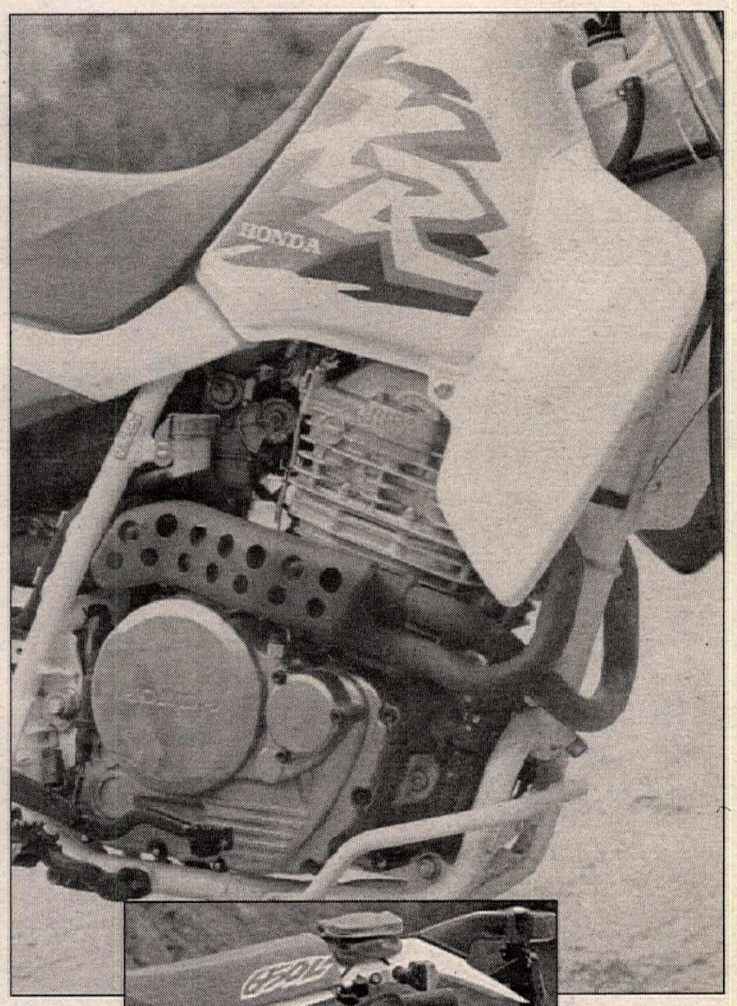
Mounted in the box-section aluminum swingarm is an XR600-type quick-detach rear wheel. Combine this with the snail-cam chain adjusters and you've got an easy (well, easier) time ahead of you in the case of a flat tire.

The controls are excellent and work how you expect them to, making even your first experience with the machine seem natural. There is no reason to change the stock bars except as a weight-saving measure. The disc brakes continue Honda's tradition of excellence in this department.

Overall finish on the bike is typical Honda, which is to say, exceptional.

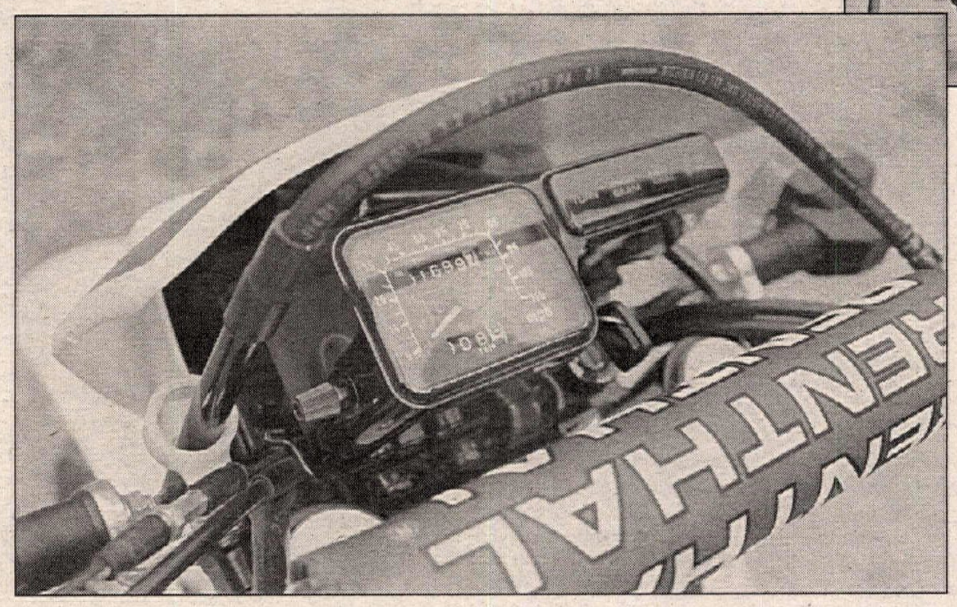
But the real beauty of the XR650L is that it's fun in any realm. With the agility of a dirt bike, around-town manners are great and it even serves well on the open highway. And with its off-road pedigree (even with all the extra weight) the XR will take you most anyplace a civilized person would like to go. Dual sport is an inherent compromise, but with the XR650L you'll rarely have to.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.



(Above) The conventional 43mm fork features adjustable compression damping and works well under most conditions.
(Above right) Four valves work in the 100mm bore, and power from the air-cooled 644cc unit is broad and linear.
(Below) The small speedo unit features a trip meter.

A highlight of the rear end is the quick-detach wheel with snail-cam chain adjusters. A lowlight is the wide sidepanels, necessary to accommodate the battery and exhaust.



1996 Honda XR650L

Specifications

List Price	$5299
Displacement	644cc
Engine	Air-cooled, single-cylinder four-stroke
Bore x stroke	100 x 82mm
Compression ratio	8.3:1
Carburetion	42.5mm CV
Ignition	Solid-state CD w/ electronic advance
Transmission speeds	5
Starting system	Electric
Final drive	Chain
Suspension	
Front	43mm air-adjustable leading-axle Showa cartridge fork with 16-position compression-damping adjustment; 11.6 inches travel
Rear	Pro-Link single shock with spring-preload, 20-position compression- and rebound-damping adjustment; 11.0 inches travel
Rake/trail	27°/102mm
Front tire	3.00-21
Rear tire	4.60-18
Front brake	Disc
Rear brake	Disc
Wheelbase	57.3 in.
Seat height	37.0 in.
Ground clearance	13.0 in.
Fuel capacity	2.8 gal. including 0.6-gal. reserve
Claimed dry weight	324.1 lbs.

(Left) The KTM 620R/XC (left) makes few concessions to street use - truly a dirt bike with lights. The XR650L's dirt heritage has been softened to make it more livable on the tarmac.

Back-to-back

By Kit Palmer

My fingers were tingling from the vibration; my butt was numb from the hard and narrow seat; I cursed every car that passed me on the freeway, because 60 mph was as fast as I wanted to go, comfortably. I couldn't wait to get off this motorcycle.

The motorcycle I was cursing under my helmet was the KTM LC4 620R/XC dual sport bike - a machine not really intended to be ridden down I-405 during rush-hour traffic in the middle of Los Angeles. But this is exactly what I was doing. Why? Because I had no choice - both the bike and my body were at the office, my truck was at home and earlier that afternoon we had decided to go riding in the mountains near my house the next day. I had to make my usual 75-mile commute home from work, this time, on the KTM.

In between expletives, though, I couldn't help but think that I had no right entertaining these terrible thoughts in my head about the KTM. After all, this motorcycle is exactly what I and many of my off-road riding buddies have been screaming for for years - an honest-to-goodness *barely street legal* dual sport bike. And that means no counterbalancers, no street tires, no mushy seat, no steel gas tank, no second-rate suspension components, no freeway gearing, no electric-start (well, ahh, let's not get carried away now).

The next morning, I hooked up with fellow *Cycle News* editor Mark Hoyer, who rode up on the Honda XR650L, a bike I was longing for the previous afternoon. It's also a motorcycle that has taken the dual sport scene by storm, no doubt because of its deep off-road roots and excellent on-road demeanor. It's powerful motor, sturdy suspension and unbeatable quality of craftsmanship don't hurt any, either.

Despite Mark and I being well-acquainted with both motorcycles, this would be the first time riding them back-to-back, something we've been wanting to do for quite some time.

The second we made the transition from pavement to soil, I couldn't believe how quickly I changed from hating the KTM to loving it. It had rained earlier that morning, and traction couldn't have been any better. At the simple twist of the wrist, the KTM's front tire climbed skyward as the back tire dug its claws into the hard-packed but moist soil. The vibration suddenly didn't matter anymore, nor did the low gearing or firm seat. I was in heaven.

There was plenty of power on tap, and the suspension soaked up everything in sight. You could slam into the rain ruts, plow through the rocks and launch off the jumps with confidence, much thanks to the KTM's more off-road-tuned suspension. "So, Mark, don't you wish you were riding the KTM now," I thought.

Suddenly, everything went quiet. A little over-excited, perhaps, but I went into a turn way too hot and stalled the engine. Mark rolled up on the Honda, shut off the motor, and patiently waited for me to fire up the KTM, using its left-side kickstarter lever. Five minutes later, he was still waiting. Kick, fumble, fumble. Kick, fumble, fumble. Kick, fumble, fumble. "*&%$@#&%$# KTM," I thought. Kick, fumble, fumble. Luckily, I was on a hill and eventually resorted to bump-starting the big KTM back down the way we had come. When the bike fired to life, I turned around and rode up to Mark. He then proceeded to mock me by moaning and groaning as he touched the electric-start button. The Honda fired right up. He pretended to wipe sweat off his forehead. Errrgg. "I hope the road gets gnarly up ahead," I thought.

Soon after, I found myself enjoying the love part of my love-hate relationship with the KTM again. The rougher the trail, the better I liked the KTM. "This truly is a dirt bike with blinkers," I thought.

Suddenly, silence again. This time I didn't deserve it. Yes, the rear brake is a little touchy, but not *that* touchy. Now I had to go through the starting regiment again - pull in the compression-release lever, find TDC and just beyond, let the lever pop back out; bring the kickstarter lever back up, then whummp! Eventually, it started. I think Mark felt a little sorry for me. This time he waited until I was riding away before starting the Honda.

Later on we swapped bikes. During the trade-off, we let the KTM idle.

I could breath a sigh of relief on the Honda. I didn't have to worry about stalling the motor any more. Nope. That was Mark's problem, now.

It had been a while since I last rode the Honda, and I had nearly forgotten how good this bike feels - the smooth-working controls, light throttle, plush suspension (at least the first few inches), precise steering and powerful motor. No wonder nearly half of all the riders I saw at the last dual sport ride were on XRs.

But I didn't like everything. When the trail pace picked up and the terrain got rough, I longed for the KTM's suspension and lighter weight. The Honda might be more plush over the smaller bumps, but the suspension just doesn't absorb the hard hits as well as the KTM's, which really comes as no surprise. After all, the Honda does give away approximately 40 pounds to the KTM.

The XR also produces good power but isn't distributed to the rear wheel as well is it could be. First gear is geared too low, and the gap between first and second is wider than the Grand Canyon.

This time, it was my turn to watch Mark start the KTM. He had disappeared, so I turned around and found him stalled in a turn. I gave him plenty of advice on the subject of starting the KTM. After all, I was an expert at it by now. We eventually traced the stalling problem to carburetion, because when you suddenly backed off the throttle, the motor had the tendency to cough once and die. KTM did inform us that they had replaced the stock needle in the "jet-less" Kwik Silver II carburetor for an optional off-highway (K-9) needle, designed to enrich bottom end and lean out the middle, and it was determined that the bike was running too rich off the bottom, thus causing our stalling problem. KTM felt a minor repositioning of the needle would reduce, if not eliminate, the problem.

Yes, stalling and starting the KTM was the topic of most of our conversations and the brunt of many jokes on that ride, but we both easily agreed that the KTM - performancewise - was the bike of choice on the single- and two-track dirt roads. It's definitely the machine for the hard-core dual sport rider who doesn't mind some of the inconveniences usually associated with full-on dirt bikes - like manual starting and less-than-stellar pavement manners. But, hey, at least it can be ridden on the streets.

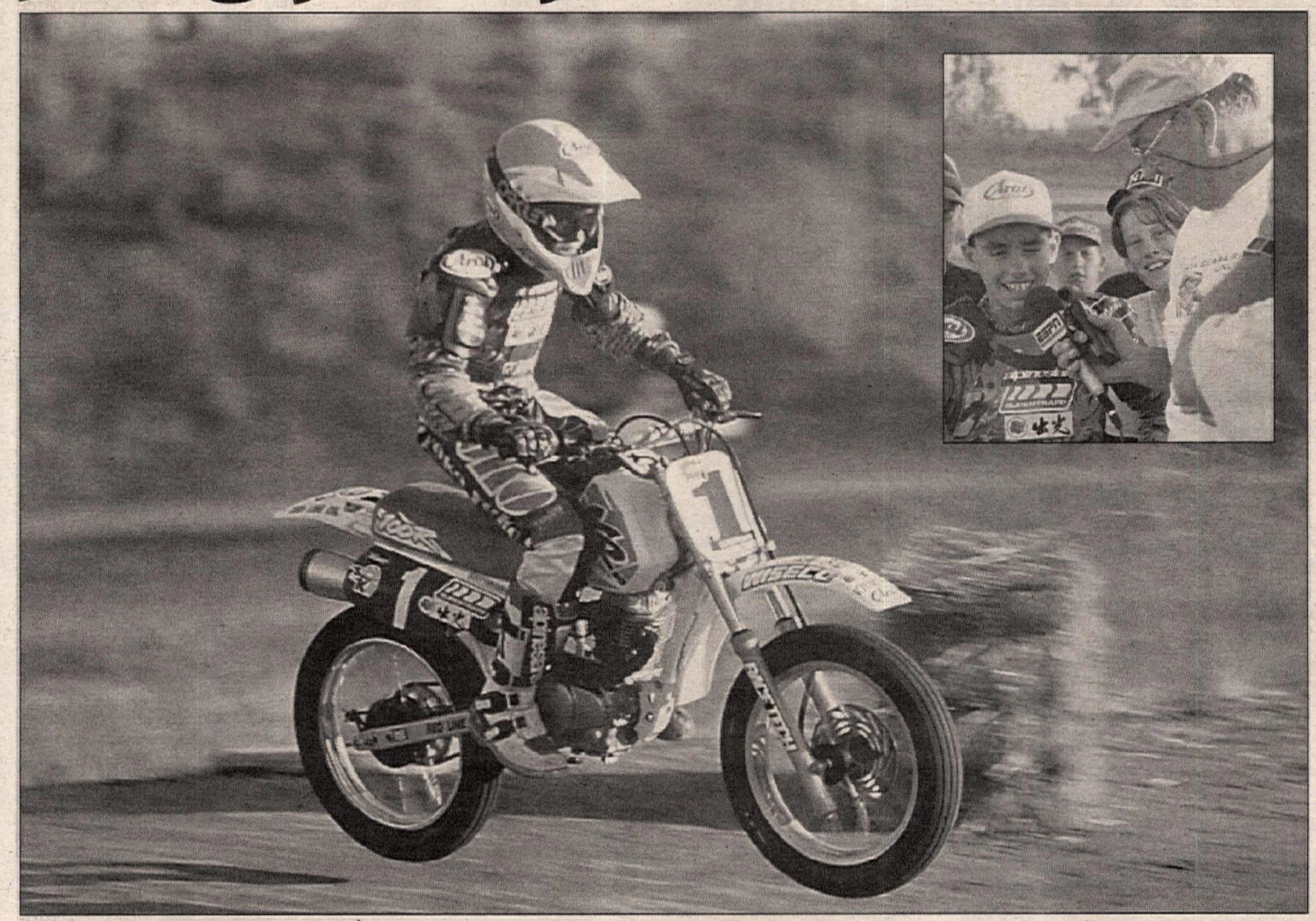
The Honda, on the other hand, is much easier to live with. You can ride it on the street and highways comfortably, you can ride it aggressively on the dirt. And, of course, there's the high quality of craftsmanship which Honda is famous for.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

(Right) Despite some carburetion problems the KTM's throttle response was very quick and overall power good.

(Left) True to its more dirt-oriented nature, the KTM (right) is much narrower than the Honda.

Jorgy, Nye own Lodi



By Bill Spencer
Photos by Mike Doran

LODI, CA, OCT. 29

Thirteen-year-old Toby Jorgensen continued the family tradition at the Lodi Cycle Bowl with a devastating win at the Fourth Annual Engines Only Formula 100 Nationals.

Frank Nye Sr., patriarch of the series and the owner of Engines Only, won the adult class after Rod Spencer was sidelined.

Spencer chased young Jorgenson throughout the 20-lap 100cc TT A final, but once again, Jorgensen was in a class by himself, lapping through to fifth place in the main and winning by more than half a lap.

Jorgensen only waited until the first turn to take the lead, and three turns later he had a five-bike-length cushion on Billy Arbogast. Spencer battled by Tony "The Tiger" Meiring for third and moved by Arbogast at the end of the first lap, with Meiring now followed by Paul Iwanaga and Mark Corsetti.

Spencer put some breathing room between himself and Arbogast while Meiring closed up and moved past Arbogast for third.

The smooth, almost effortless style of Jorgensen allowed him to keep up a pace that no one else could manage, and his lead continued to widen. Meiring pushed hard once too often off the right-hander in the infield and bailed. The order remained the same at the checkered flag with the exception of Corsetti getting by Arbogast for fourth and fifth.

"I want to thank my dad for his help," Jorgensen said afterward while in Victory Circle. Jorgensen also said that he was interested in forwarding his career on the pavement.

(Above) Toby Jorgensen claimed his second straight 100cc A title during the Fourth Annual Engines Only Formula 100 Nationals at the Lodi Cycle Bowl. Jorgensen is the nephew of former AMA Grand National Championship campaigner Alex Jorgensen. (Right) Tony "The Tiger" Meiring (44) splits Rod Spencer (98) and Paul Iwanaga (53) in first-turn action. Meiring went on to claim a win in the 60cc class during the event. (Below) Dominic DeMario (6) sets up for the right-hander. DeMario powered his way to the Vet-class win.

"I want to do some dirt track racing, but I want to get into road racing as soon as I can."

Jorgensen's seven years of riding have netted him a third and two National wins in this class, and it would appear that he should be considered as a formidable force for the future.

Nye had every reason to be beaming, not only because of his Formula 100cc A Adult-class National win, which came after a close early battle with Spencer, but because his son, Frank Jr., won the 100cc C-division event after crashing twice during the preliminaries, and because his daughter Nichole sang the national anthem.

Spencer led the start of the 20-lap National with Iwanaga second and Nye third, but Nye easily moved by as Iwanaga was nursing injuries from a heat-race incident and was definitely not up to snuff.

Riding his brother Brad's bike after blowing a transmission in one bike and losing a motor in another, Spencer's luck in the main proved to be no better as telltale puffs of smoke on lap six signaled an abused bike.

Nye continued to close up as the power went away on Spencer's bike, and Dominic DeMario ran third over Arbogast and Corsetti.

Spencer's motor finally expired and Nye went on to inherit the lead and take the win over Iwanaga, Arbogast and Corsetti with Phil Cascio sixth over Joe Carrera, Rob Damron, Jim Ingoglia and Shawn Raggio.

On the bikes, the Pro class was easily won by Damron on a Wood-Rotax. Donny Hart worked very hard to get to second and could not catch Damron. Larry Andrews was third after a goof fight with Billy Martin.

Proceeds from the event will be donated to the Pediatric Brain Tumor Foundation of the United States. CN

Lodi Cycle Bowl
Lodi, California
Results: October 29, 1995

0-16: 1. Toby Jorgensen (Hon); 2. Tony Heiring (Hon); 3. Aaron Cisco (Hon); 4. Scott Marquis (Hon); 5. Jason Jense (Hon).

P/W STK A/B: 1. Ryan Kuntz (KTM); 2. Michael Rinaldi (KTM); 3. Brad Hiler (Yam); 4. Jason Griewe (Yam); 5. Matt Tuckett (KTM).

100 C: 1. Frank Nye Jr. (Hon); 2. Matt Nottenkemper (Hon); 3. Scott Corsetti (Hon); 4. Riley Cox (Suz); 5. David Colbari (Hon).

100 VET: 1. Dominic DeMario (Hon); 2. Brad Spencer (Hon); 3. Phil Cascio (Hon); 4. Joe Carrera (Hon); 5. Dorrey Ingolia (Hon).

P/W MOD A/B: 1. Ryan Kuntz (Yam); 2. Michael Rinaldi (KTM); 3. Brad Hiler (Yam); 4. Stewart Barber (Yam); 5. Matt Tuckett (KTM).

P/W MOD C: 1. R.J. Knight (Yam); 2. Chris Bodas (KTM).

100 B: 1. Jason Stefani (Hon); 2. Aaron Cisco (Hon); 3. David DeCamp (Hon); 4. Dorrey Ingoglia (Hon); 5. Kenny Noyes (Hon).

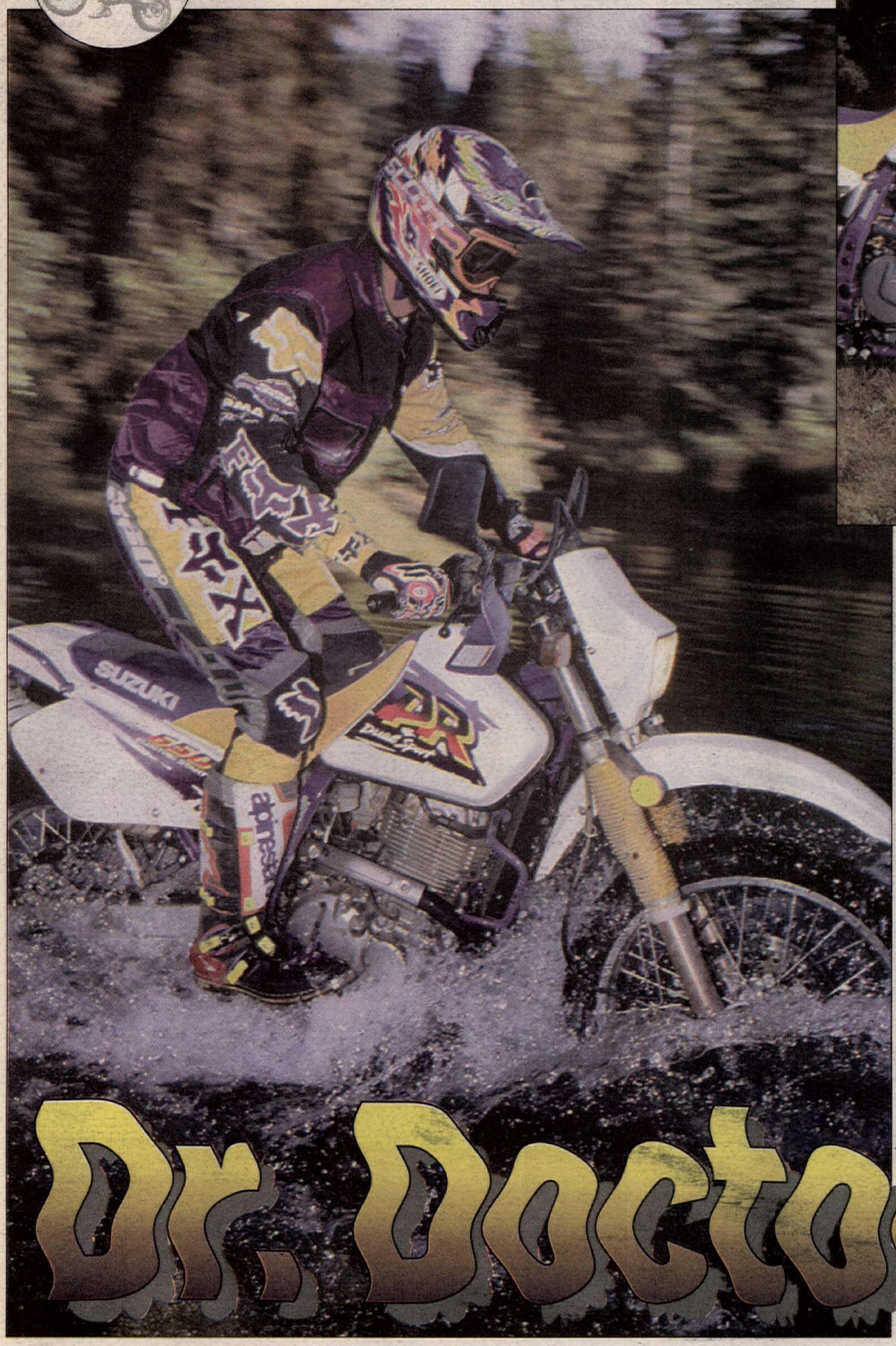
P/W STK C: 1. Darrell Carroll (KTM); 2. Victor Kimbrough; 3. Kyle Plunkett (Yam); 4. Chris Borjas (KTM); 5. Sean Jones (KTM).

60: 1. Tony Meiring (Kaw); 2. Stewart Barber (Kaw); 3. Corey Eaton (Kaw).

OPEN A: 1. Rob Damron (W-R); 2. Donny Hart (Rtx); 3. Larry Andres (Rtx); 4. Billy Martin (Rtx); 5. J.P. Simonsen (Hon).

100 A: 1. Toby Jorgensen (Hon); 2. Rod Spencer (Hon); 3. Paul Iwanaga (Hon); 4. Mark Corsetti (Hon); 5. Billy Arbogast (Hon).

100 ADULT: 1. Frank Nye Sr. (Hon); 2. Paul Iwanaga (Hon); 3. Dominic DeMario (Hon); 4. Bill Arbogast (Hon); 5. Mark Corsetti (Hon).



(Left) The '96 DR650 is new from the ground up. (Top) Quality forks grace the front end. (Above) The stainless-steel muffler is now visually acceptable.

Dr. Doctor

By Kit Palmer
Photos by Kinney Jones

As you probably know by now, Suzuki got the dual sport revolution rolling back in 1990 when they introduced their three-bike brigade of "barely street legal" DR-S motorcycles. But the bike that really ignited the dual sport craze was the DR350S, a machine that answered the dual sporters' cries for a dirt-worthy, middleweight, four-stroke that was street legal.

However, if you were looking for something with more oomph, well, you pretty much had to look elsewhere for a competent open-class dual sport bike. It wasn't because Suzuki didn't have one, but compared to the more dirt-oriented DR250 and 350, the 1990 DR650 and future DR650s were nothing more than street bikes with high-mounted fenders, semi-knobby tires and long legs. As a result, the big DRs were never a big hit among the dual sporting crowd, especially when Honda eventually came out with the very capable XR650L, and Kawasaki the KLX650 and KTM the 620R/XC.

But now, you can add Suzuki to the list of quality big-bore dual sport bikes with the all-new DR650SET. Remember last year's DR650s? Well, you can pretty much forget it, because the new DR650 really doesn't have anything in common with the previous DR. Everything is new. The motor, frame, suspension, plastic...everything.

Much emphasis was put on keeping the DR650 as compact and light as possible, and to accomplish this, Suzuki focused a lot of attention on the electric-start, SOHC, four-valve, air/oil-cooled motor, which is, in fact, now slimmer and lighter than before, as is the all-new frame which Suzuki claims is 13 percent more rigid than last year's 650. According to Suzuki figures, the '96 DR650 weighs 324 pounds (dry), which is 33 pounds lighter than the '95 DR650. For comparison's sake, the new DR650 weighs almost the same as the Honda XR650L.

Other changes to the motor include coating the cylinder bore with what Suzuki calls its Suzuki Composite Electrochemical Material (SCEM), a nickel-silicone-carbide plating used to improve heat transfer and to reduce friction and wear.

Suzuki didn't bother trying to trim weight off the huge tailpipe, but at least they made it look nice by leaving the stainless-steel exhaust system with a shiny, chrome-like finish.

Perhaps the biggest news is that Suzuki decided to fit the new DR650 with quality suspension components. Up front, the DR features large 43mm conventional-style forks, which feature anodized sliders, both inside and out, to enhance performance and durability. The anodizing creates a hard surface that Suzuki claims reduces friction and wear, and provides smoother fork action. Unfortunately, Suzuki chose not to go with cartridge internals, no doubt a cost-saving move.

The gas-charged shock is beefed up as well. It features a piggyback reservoir and is fully adjustable. Of course, the linkages are changed to go along with the new chassis and suspension components.

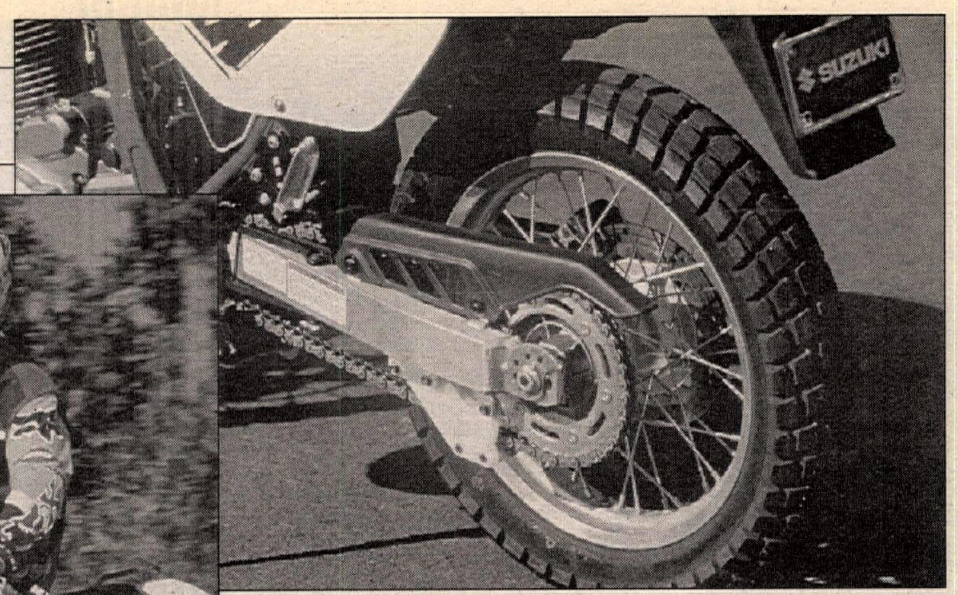
Suzuki added some nice finishing touches to the DR650, such as installing plastic hand guards; wrapping the seat cushion with an attractive, two-tone seat cover; and mounting two grab rails on both sides of the rear fender. Suzuki also finally got smart and eliminated the speedometer/tachometer assembly of old. Basically, the good-for-nothing tach has been ousted for a smaller and weight-saving speedometer-only unit, which includes a reset-to-zero tripmeter. Someday, though, the manufacturers will learn that tripmeters resettable by the tenth are more useful to the dual-sport rider.

Optional features for the DR650 include a luggage rack and an aluminum skidplate.

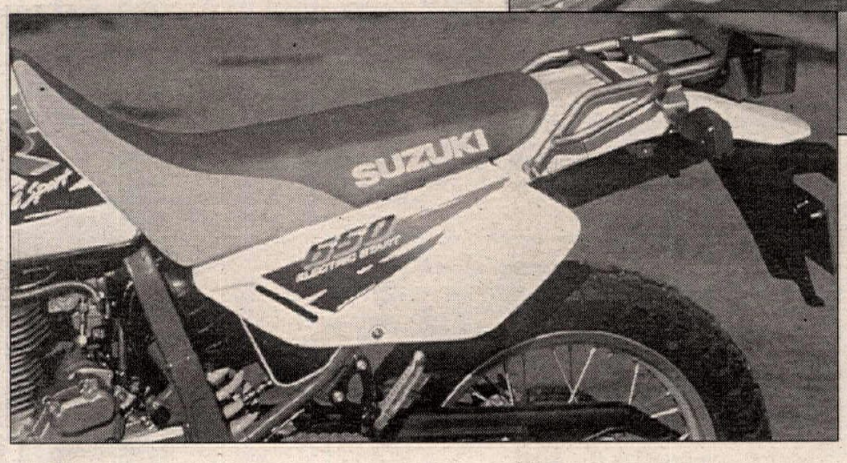
Riding the DR650 for the first time revealed some surprises. First of all, the

suspension is quite good; it's amazing what quality suspension components will do for a motorcycle. Gone is that need to grit your teeth and clamp on to the handlebars for your life every time you would slam into a large hole or rut, or plow through a series of bumps or whoops. Both the fork and shock soak up the rough stuff with aplomb, and it takes a fairly good hit to get the back end to bottom, despite the fact the DR has an overall plush ride. Still, it's not hard to get the back end to bottom, but when you do, you won't pay for it with a big swap.

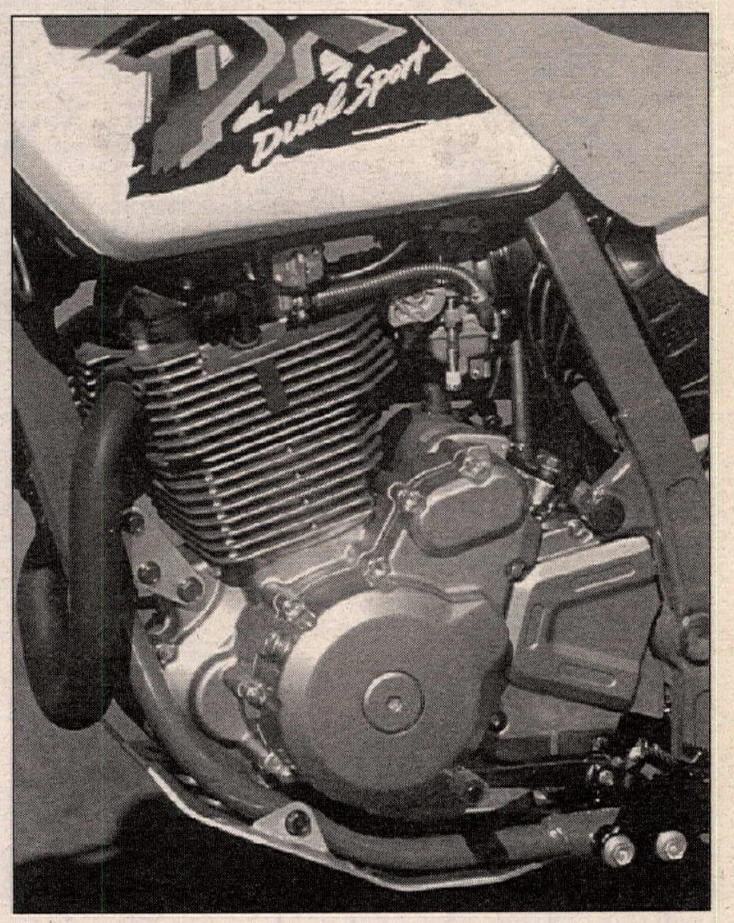
As far as power, the DR isn't overflowing with bottom-end power, but it does pull with authority from midrange on up. It's not that it doesn't have good bottom-end, but it just doesn't have that "wheelie-kind-of-grunt" like that of the Honda XR650. Still, you can easily plonk around on the DR and have plenty of power on tap as soon as you roll on the throttle. You won't be disappointed. Overall, the DR has more than enough power to get the job done on both the dirt and the street, and it'll get you up to speed quickly and in a controlled and comfortable manner.



(Above) The new DR650 also features a new box-section aluminum swingarm and a hollow axle.
(Below) The lighter and narrower motor yields a super-smooth, electric kind of power, and lots of it.



(Above) Maneuverability is greatly improved thanks to a lower seat height.
(Left) The two-tone seat cover looks good. The rear rack is an optional feature, as is an aluminum skidplate.



Vibration isn't a factor with the DR. The counterbalanced engine keeps the vibes at a minimum, which you'll come to appreciate on the open highways.

The DR is downright comfortable. It has a low 34-inch seat height making it rather easy to maneuver the DR over rough terrain, like loose rocks, roots, logs or whatever causes you to put your feet down. And the DR can be lowered even more. There's an extra mounting hole in the lower shock clevis that can be used to drop the back end, and the fork can be externally modified to drop the front end. This operation, which Suzuki recommends be accomplished by a Suzuki dealer, lowers the seat height by another 1.6 inches to 33.3 inches. In this configuration, a shorter kickstand is required, and Suzuki will gladly sell you one. A friend with a cutting torch might be a cheaper option.

Despite losing 33 pounds, the DR650 is still by no means a light motorcycle, but the combination of better suspension components, a lower seat height and lighter weight, significantly improves the DR's trail prowess. But perhaps the DR's best characteristic is that it's just downright, plain fun to ride. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

And the rest...

Joining the DR family for 1996 is the all-new DR200S (right). The 200 replaces the DR250S, which, understandably, has been given the boot by Suzuki. After all, it was nothing more than an underpowered version of the DR350. The 250 was aimed toward the entry-level rider, but missed the mark. Basically it had two big strikes against it. For one, the 250 weighed nearly as much as the 350 while offering less power; second, it had a rather tall seat height. A bad combination for the first-timer.

According to Suzuki's literature on the DR200, the bike is designed for the "intermediate" rider. Hmm. Suzuki's interpretation of intermediate is significantly different than ours. In our opinion, the DR200 is much more in tune for the entry-level to novice-caliber rider. A true intermediate rider will find the 200 too small and definitely underpowered for anything but a casual ride around camp, but a rider with little motorcycling experience under his or her belt will certainly come to appreciate the 200's rather torquey motor, small size and plush suspension, not to mention the electric starting. This isn't to say that an intermediate-level rider can't have fun on the 200, because you certainly can. The 200 can take a lot of abuse, and it handles quite well.

The new DR200SET carries a suggested retail price of $3699.

For the true beginner, the DR125, which made its debut last year, is the perfect bike to learn on. It's surprisingly powerful for a micro-bore, single-cylinder four-stroke and it only weighs around 250 pounds. Like the DR200, it features a low seat height, electric starting, light weight, and long-travel suspension. Besides the bigger-displacement motor, the only difference between the 125 and 200 are the rims. The 125's rims are constructed of steel, the 200's of aluminum alloy.

The DR125SET sells for $3299.

And then there's the trusty DR350. It hasn't changed much since 1990 and hasn't changed at all from last year's model. The DR350 still features electric starting, its proven SOHC, four-valve, air/oil-cooled motor and up-to-the-task suspension. It remains as one of the best dual sport bikes in its class. Oh yeah, one thing has changed - the price. It now sells for $4499.

Suzuki DR650S

Specifications

MSRP	$5199
Engine	4-stroke, SOHC, 4-valve, single
Displacement	644cc
Cooling system	Air/oil-cooled w/SACS
Bore x stroke	100.0 x 82.0mm
Carburetor	Mikuni BST40
Lubrication	Wet sump
Ignition	Digital/CDI
Starter system	Electric
Transmission	5-speed
Suspension	
Front	Telescopic, leading axle, oil-damped
Front wheel travel	10.2 in./8.7 in.
Rear	Link-type, oil-damped, adjustable spring preload & damping
Rear wheel travel	10.2 in./8.7 in.
Final drive	#520 chain
Brakes (front)	Single hydraulic disc
Brake (rear)	Single hydraulic disc
Tire (front)	90/90-21
Tire (rear)	120/90-17
O/A length	88.8 in.
O/A width	34.1 in.
O/A height	34.8 in./45.9 in.
Seat height	34.8 in./33.3 in.
Ground clearance	10.4 in./8.9 in.
Wheelbase	58.7 in.
Dry weight (claimed)	324 lbs.

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MOTOCROSS

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After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

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Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo. **$24.95**

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo. **$24.95**

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo. **$24.95**

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo. **$24.95**

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo. **$24.95**

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo. **$24.95**

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo. **$24.95**

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo. **$24.95**

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo. **$24.95**

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

((#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 167 minutes from Duke Video USA. **$34.95**

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA. **$24.95**

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA. **$24.95**

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA. **$24.95**

(#404B) 1995 San Marino World Superbike
Round #4 featuring two legs of WSB Series action from the legendary Monza circuit in beautiful San Marino. 55 minutes from Duke Video USA. **$24.95**

(#405B) 1995 Spanish World Superbike
Round #5 featuring two legs of WSB Series action as Aaron Slight puts the Honda RC45 atop the podium, trading victories with Fogarty at the Albacete circuit. 55 minutes from Duke Video USA. **$24.95**

(#406B) 1995 Austrian World Superbike
Round #6 featuring two legs of WSB Series action as Fogarty and Corser do the Ducati double at the famous Salzburgring. 55 minutes from Duke Video USA. **$24.95**

(#407B) 1995 Laguna Seca
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#408B) 1995 European (G.B.) World Superbike
Round #8 featuring two legs of WSB Series action as local favorite Fogarty double-wins at the Brands Hatch course in Great Britain. 55 minutes from Duke Video USA. **$24.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

ENDURO AND DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video. **$24.95**

(#60A) MX-Posed: Volume #1/2
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video. **$24.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

CRASHES

(10) Crusty Demons of Dirt
Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

WHATS NEW?

- Crusty Demons of Dirt
- 1995 Isle of Man TT
- 1995 Laguna Seca USA World Superbike
- 1995 Gainesville AMA National MX
- 1995 Sacramento AMA National MX
- 1995 Mt. Morris AMA National MX
- 1995 San Marino World Superbike
- 1995 Spanish World Superbike
- 1995 Austrian World Superbike
- 1995 European (Great Britain) World Superbike
- Mud, Sweat & Gears

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The 31st Tokyo Motor Show

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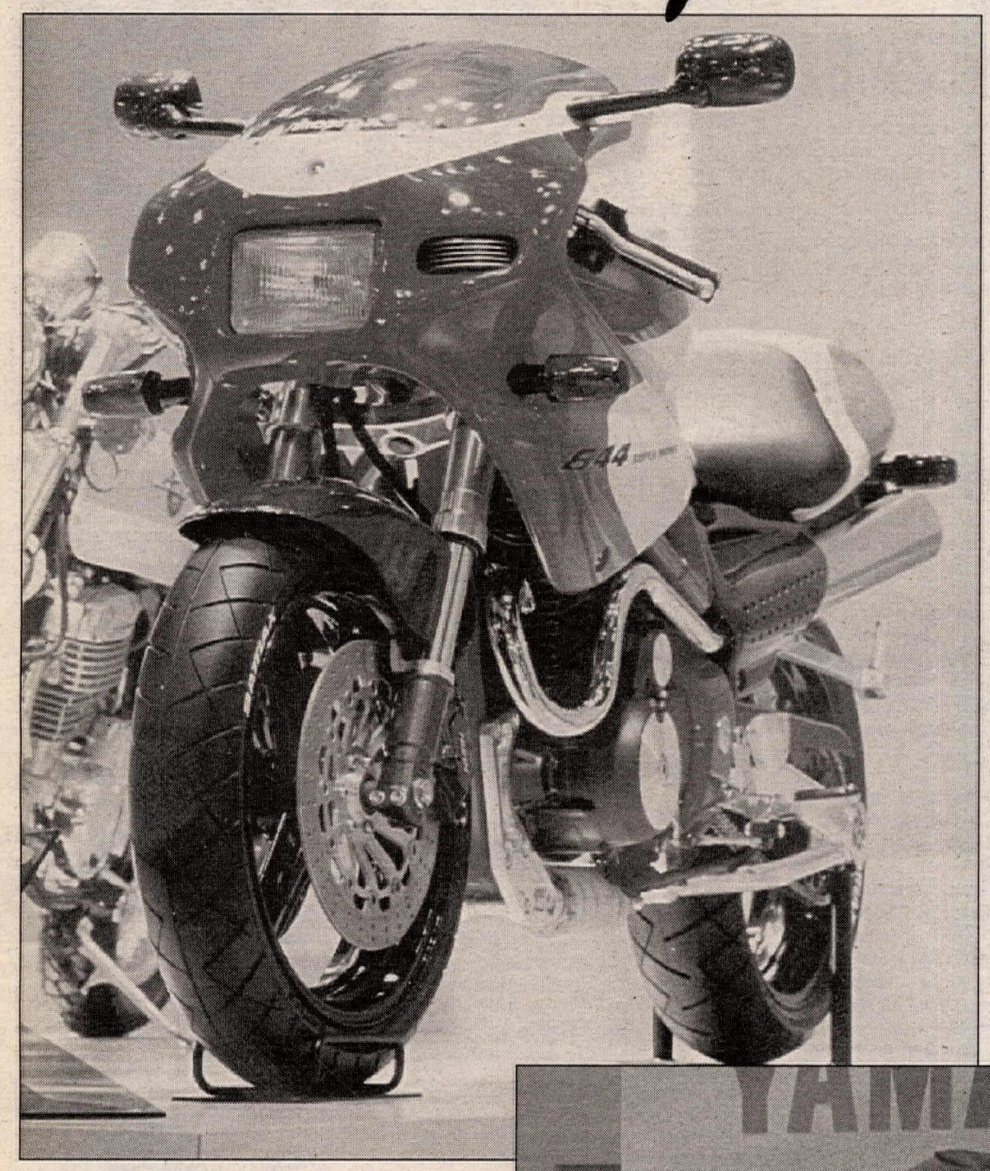
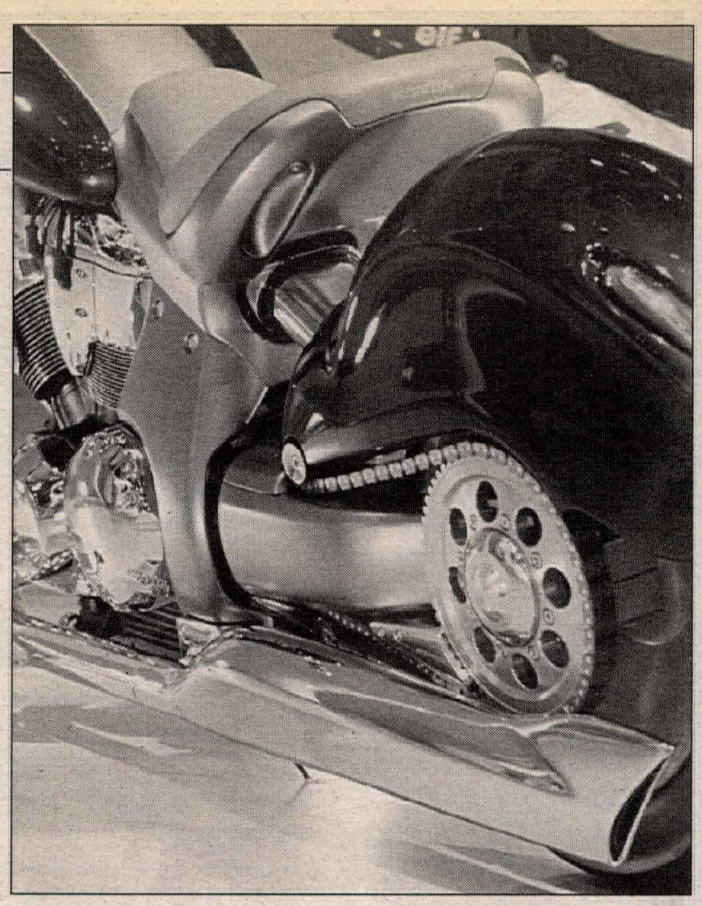
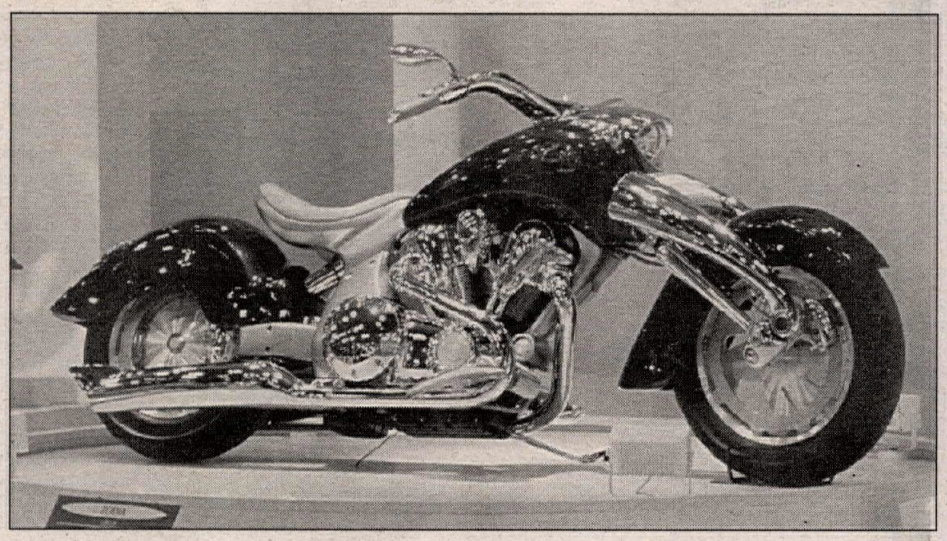
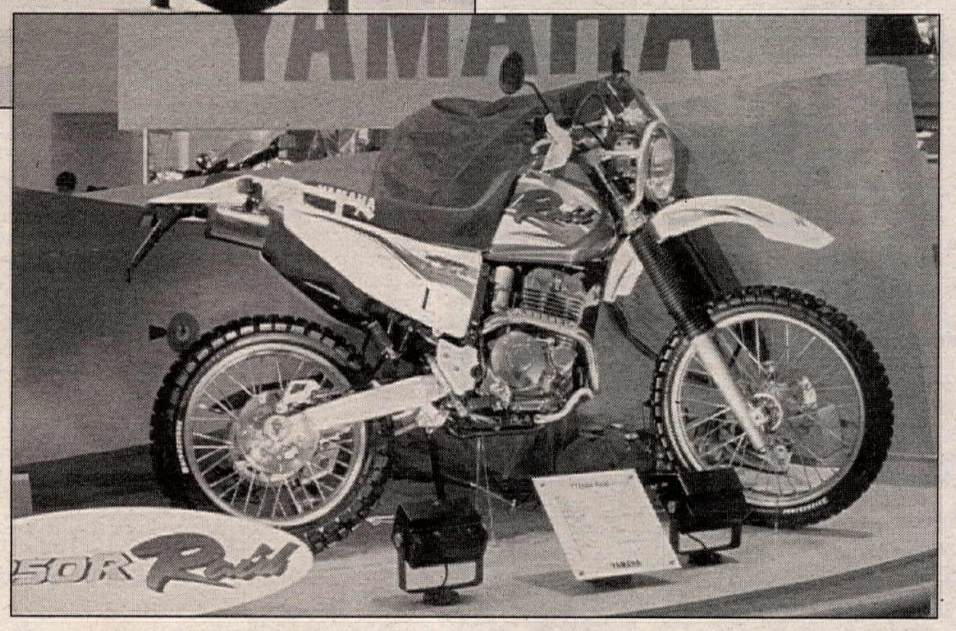




(Left) Naked was in for the 1995 edition of the Tokyo Motor Show, as evidenced by Honda's 644 Super Mono.
(Right) The rear view of Honda's Zodia concept bike. Note the "silent chain" rear drive and the oval rear shock.
(Below) The Honda Zodia.
(Bottom) The Yamaha TT250R Raid.





By Tracy Hagen

The contrasts could not have been greater: Three weeks earlier in Paris the four major Japanese manufacturers displayed their latest aerodynamic offerings for the speed freaks of Europe; now, half a world away in Tokyo, only one of the Big Four had a new, fully faired racer replica sport bike for their own market.

This does not at all mean that the Tokyo Motor Show was an insignificant event, nor that the Big Four are giving up on sport bikes. No new motocross bikes were introduced in Tokyo either, which cannot be extrapolated to mean that motocross is dead.

The displays, the videos, the music behind the new cruisers and naked bikes introduced in Tokyo were to emphasize the relaxing aspects of motorcycling, rather then the physical and mental challenges motorcycling has to offer.

It has been a tough year for the country of Japan: first the Kobe earthquake, then the sarin gas attacks by crazed cult leader Asahara, all while the yen and the domestic economy struggle for recovery.

In these times, who can blame the Big Four for pitching to their own people the simple, easy lifestyle for the owner of a cruiser bike?

HONDA

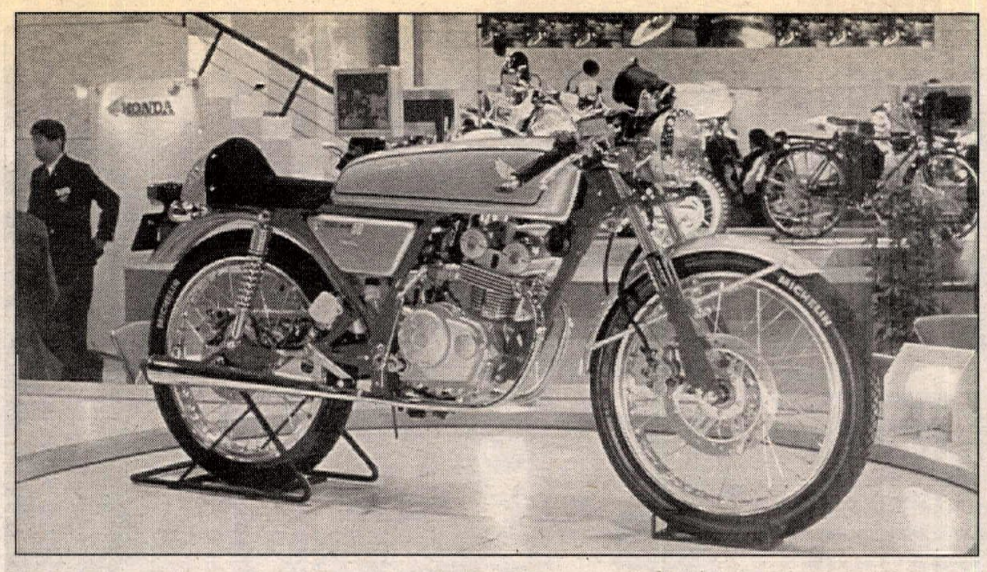
As ever, Honda had the most ambitious display agenda at the Tokyo Motor Show. Honda elects to call these displays "exhibition models," bikes that have the look and finish of a production model, but have yet to be officially announced as being available for sale.

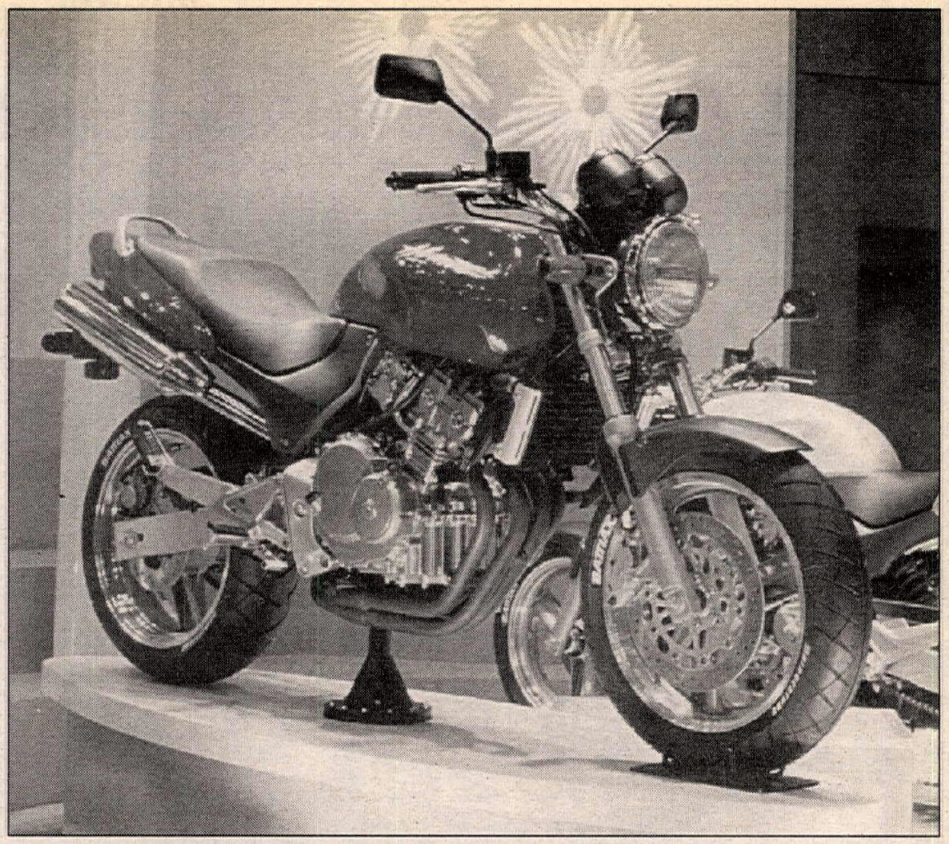
Starting from the bottom, the latest in Honda 50cc motorcycles featured one exhibition bike with an appeal that reaches straight to the heart of any die-hard road racing fan: the Dream 50. Styled directly after the CR110 Cub Racing model of 1962, the Dream 50 features an all new 50cc four-stroke engine, with a single, upright cylinder. Like the CR110, the Dream 50 has four valves per cylinder, a centrally located spark plug, and gear-driven, dual overhead cams. The Dream 50 has a classier exhaust system, however, with dual, chrome-plated pipes tapering into megaphone mufflers.

After the engine, the main styling cue is the extended fuel tank held down by a cloth strap, a faithful reproduction of the CR110's, as are the suede-like seat, true clip-on handlebars, 18-inch wire wheels, and a bright red frame. Since the Dream 50 is a street bike, it has lighting equipment in place of the oval white number plates of the CR110. The Dream 50 also has, thankfully, hydraulic disk brakes front and rear, rather than the cable-actuated drum brakes of the CR110. No horsepower figures were released on the Dream 50, but chances are that it will measure up quite closely to the 8.5 horsepower that Honda claimed for the CR110 back in 1962.

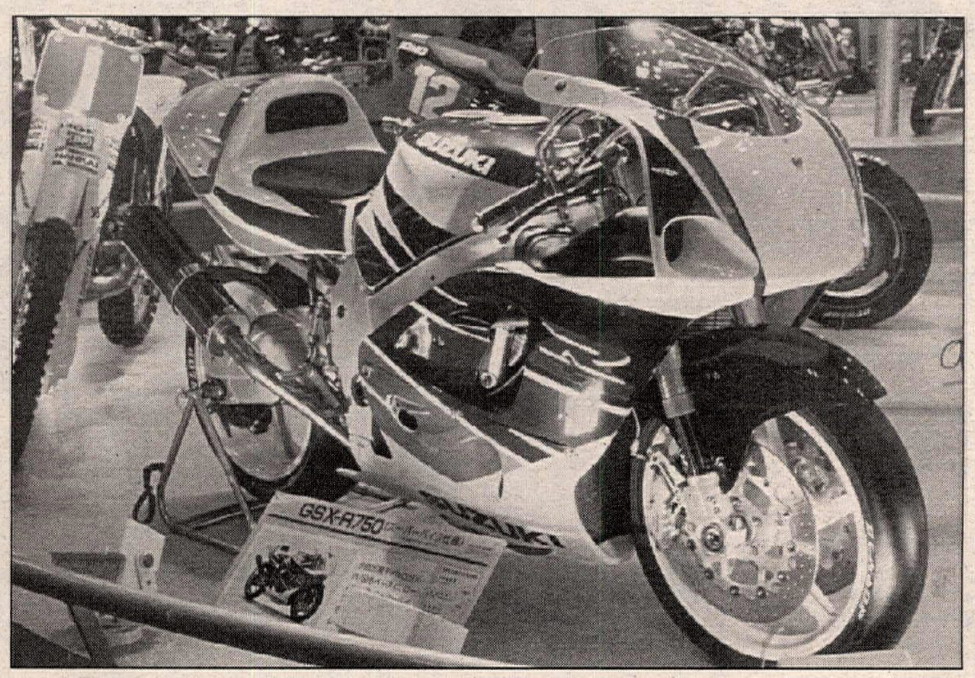
The other eye-catching Honda 50 (also with origins back in the 1960s) on display in Tokyo was the "Gold Monkey." A long-time top-selling model, the Monkey (better known to Americans as the Mini Trail) has been a favorite for the Japanese customizing industry (everything from Baja racers to Eddie Lawson replica mini-superbikes). The Gold Monkey is in classic mini-trail form, but with a gold-plated gas tank, muffler shield, and fenders set on top of a blackened engine proof that there will always be a market for conspicuous consumption.

In Japan, the next significant displacement level after the fabulous 50s is the 250cc two-stroke and four-stroke street-bikes. In Tokyo, Honda brought out the Hornet, a model that was stated to be in the model line for 1996. The Hornet deserved a good looking over, for it is a naked bike with a good deal of original styling. The four-cylinder, liquid-cooled engine is hung off the frame, thereby presenting the greatest visual impact possible. The four-into-one exhaust is routed in front and under the engine, and then up through the swingarm to a muffler on the right side of the bike, just under the seat, to further add to the distinctive look. Clean lines must have been in the design brief right from the start, as the speedometer drive is off the counter-shaft sprocket rather than the front wheel, thus giving the front fork an uncluttered look. Similar comments can be made about the rear of the Hornet as Honda saw to it to fit an aerodynamic underseat panel to the rear subframe which hides the various wires and whatnot that are usually stuffed into this space. The Hornet's tire fitment - 130/170-16 front, 180/55-17 rear - indicates that the little 250 is capable of being a sport bike when the need arises. If the Hornet theme works, don't be surprised to see Honda leverage it into bigger naked bikes.





(Above) The Honda Dream 50 - a motorcycle styled after the CR110 production racer.
(Left) The Honda Hornet dirt track replica.
(Right) The Honda CL644.
(Below) A race kitted Suzuki GSXR750 Superbike.



Moving up the ladder, the motorcycle Honda rolled out (again, an exhibition model) for those who favor sport bikes was the "644 Super Mono." Give Honda a lot of credit on this one for original styling that uses classical cafe-racer themes harmonized with modern sport-bike tech to create a fresh, attractive package. For the traditionalists, the 644 Super Mono features a Ducati-like steel-tube frame - with larger-diameter tubes then on a typical Duke - painted in Italian red, an aluminum oval tube swingarm with the typical swingarm bracing and eccentric rear-axle adjusters, and a half-fairing that ends at the valve covers of the engine. For the individualists, the 644 Super Mono features upside-down forks that look the business, full floating front disks, upswept chrome dual exhausts, carbon-fiber fenders and side covers, 17-inch front wheel, 18-inch rear wheel, and a trick under-the-engine single rear shock that at least looks like a more sensible design than, say, the Buell system. Other nifty features include a cowl-mounted oil cooler, and a computerized dash with analog tachometer and digital speedometer. However, the 644cc, radial four-valve engine is an air-cooled derivative of the big thumper found in Honda dirt bikes, and a lighter, water-cooled unit as now offered by most of the serious European manufacturers looks to be all that this bike needs to develop die-hard owner loyalty.

Alongside the 644 Super Mono was the CL644 which, as anyone can guess, used the same engine package as the Super Mono, but in chrome trim rather than black. Those who were around motorcycles 25 years ago remember that "CL" was used by Honda for the various "scrambler" motorcycles that were meant for the rider who wanted something between the "CB" streetbike and the "SL" off-road bikes. The CL644 does not instantly invoke memories of the older CLs, but the chrome dual upswept exhaust pipes are routed along the right side of the bike, in true CL tradition. Wire wheels, a conventional front fork and dual rear shock suspension system, and traditional gas tank, seat, and fender styling give the CL644 an all-American look that avoids looking like another Japanese rip-off of Harley. If Honda decides to market the CL644, one has to wonder if they would support a CL644 one-make race series at AMA dirt track events...

For those wondering, "where's the beef?" the answer is the "X-4." An exhibition model at the Tokyo Motor Show, the X-4 is Honda's all-out, twist-first-and ask-questions-later drag racer for the street - a Dyno-Jet dyno's worst nightmare. Honda's publicity materials simply stated the capacity of the wide in-line four at "over 1000cc." The four-into-one chrome exhaust with megaphone muffler are drag-racing influenced all the way, as are the flat handlebars, the shorty mirrors, the spun-aluminum rear wheel, the lay-down rear Showa shocks, the massive and wide rear swingarm, and a rear Dunlop tire so wide that it didn't even have size markings - the only molding mark was the direction arrow for fitment! Attention to details included a centrally located white-faced speedometer, a mini black-faced tachometer, and what looked like provisions for mounting a wheelie bar off the end of the extruded aluminum swingarm. Curiously, passenger foot pegs are provided even though the seat looks to be designed for one person only. As any reader ought to have guessed by now, the X-4 was painted black.

And finally, for something completely different...

A Tokyo Motor Show is never complete without one completely unorthodox motorcycle from Honda, and this year that bike was the "Zodia." At first glance the Zodia comes across as a three-dimensional rendering of some stylist's free-hand sketches, but after a longer study the high-tech aspects of this 21st Century cruiser reveal themselves. As with all cruisers, the engine is hung out for all the world to see, in this case a 1500cc-plus, narrow-angle, air- and oil-cooled, V-twin. Nothing innovative so far, until you reach the transmission: The Zodia is the first streetbike to feature Honda's PGM-HMT automatic transmission that was developed on a CR250 campaigned in the All-Japan Championship during the early 1990s. The PGM-HMT has a conventional clutch that then drives a hydraulic pump with a fixed swash-plate angle.

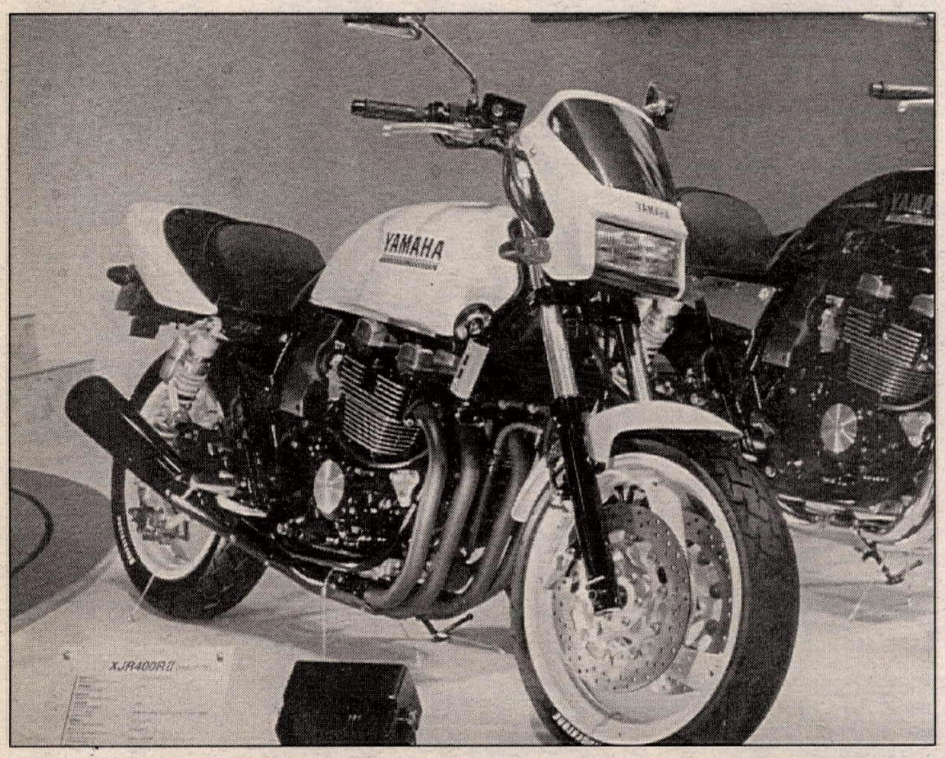
The output ports of the pump feed directly to a hydraulic motor with a swash-plate angle that is continuously variable over a fixed range, thereby allowing for a wide range of "gear ratios." It gets even more unconventional, as the output shaft of the motor features a countershaft sprocket for a silent-chain final drive. Silent chains are sometimes used in cam-drive systems, but never for the final drive of a motorcycle (if a chain is used, it's technically called a "single-strand roller chain"). The silent chain drive has two strategically located idler wheels that provide constant chain tension at any swingarm position. The swingarm is single-sided, but styled as a two-sided arm, with the right side supporting the four-piston brake caliper, but not the axle. How is that possible? Easy: the brake disc is fixed to the rim of the rear wheel, thereby eliminating any need to support the brake components off the rear axle. A rear telescopic shock is located under the solo seat, slightly inclined from horizontal. Oddly enough, the shock is not circular, but rather is oblong (semi-circular "ends" with flat "sides"), much like the pistons from the early NR500.

This bizarre rear shock was probably designed to complement the bizarre front suspension assembly of the Zodia: a massive trailing link and a non-telescopic fork which features a chrome engine-oil cooler mounted between the primary legs (the oil cooler mounted on the bottom front of the engine is a transmission hydraulic-fluid cooler). A large, circular, single-telescopic front shock is mounted in the steering head. As with the rear brake, the front disc is mounted on the rim, and an eight-piston caliper is mounted on the right-hand-side pivot link. Honda claims that the Zodia has anti-lock brakes, although the wheel speed sensors could not be identified. The Zodia features sweeping, sensual body lines. It may be too much for consumers today, but Hollywood could probably use it in the next Batman movie.

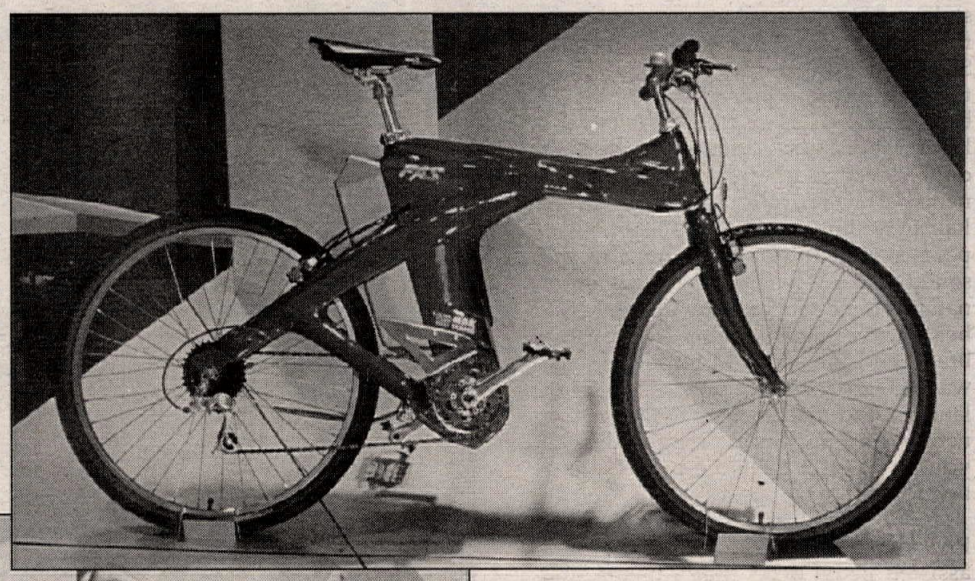
KAWASAKI

The Kawasaki display stand was the antithesis of Honda's: All the motorcycles were already in production, or had been announced in the preceding month. However, Kawasaki's year has been a difficult one, as Masamoto Tazaki, Senior General Manager of Kawasaki's

The 31st Tokyo Motor Show



(Left) Yamaha's XJR 400RII features an F-1 style dashboard.
(Right) The Suzuki GSX400 Impulse Type S - a special edition 400cc naked bike styled after the GS1000S and Wes Cooley's 1000cc Yoshimura Superbike.
(Below) The engine-powered Yamaha PAS Aerosport.
(Bottom) The Yamaha XJR1200R.



Consumer Products Group, explained to the assembled press.

"I'd like to take this opportunity to express my deep gratitude to the members of the media for their assistance in introducing our products to the market, and for providing the channels for valuable market feedback. I'd also like to thank you most sincerely for your great support and words of encouragement at the time of the Kobe-Osaka earthquake earlier this year. On behalf of Kawasaki, I wish to say, 'Thank you very much.' "

SUZUKI

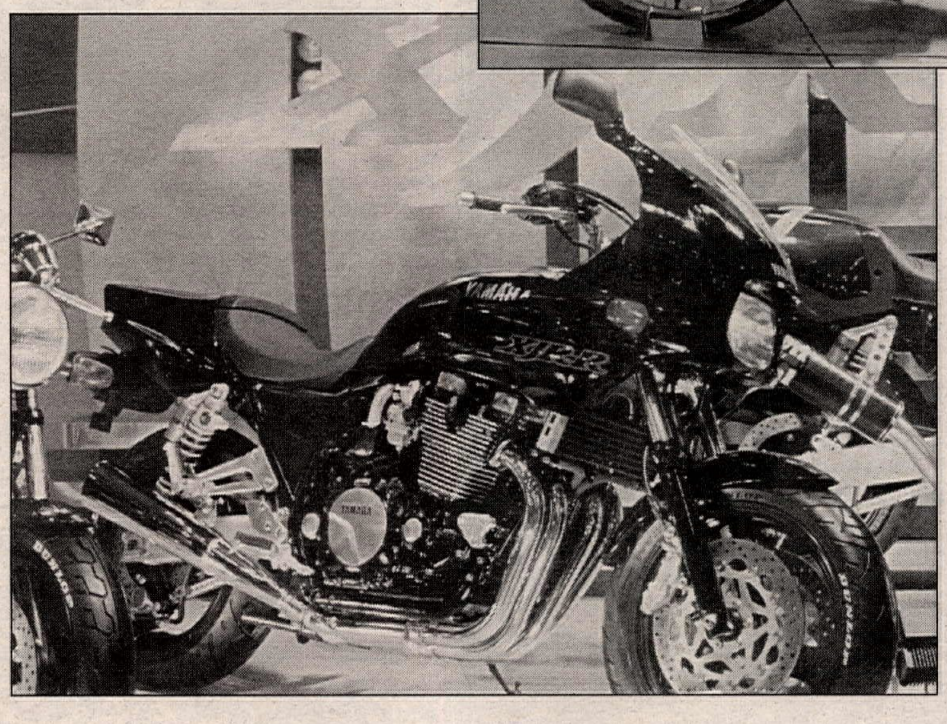
Racer replica sport bikes are alive and well at Suzuki.

The new GSXR750 was old news by the time of the Tokyo Motor Show. Nonetheless, Suzuki displayed a cutaway GSXR750 for those curious to know more about the fresh-air intake ducts and all that. Suzuki also displayed a GSXR750 with all the superbike kit parts mounted.

The other whizbang street racer from Suzuki for 1996 introduced at Tokyo, was the all-new RGV 250SP. The engine is now a 70-degree V-twin, presumably to mimic the close firing order of the RGV500 race bike. A balance shaft has been fitted to attenuate vibrations inherent in any non-right-angle twin. The carburetors are electronically controlled, and carb diameter is 32mm, down 2mm from the older 250 Gamma. The new RGV has a fresh-air intake located in the front fairing (a la Yamaha TZM250), which ducts air to a massive sealed airbox. The transmission is a cassette-type, and a dry clutch is now standard equipment. The chassis has been completely redesigned to be bigger and beefier, and the swingarm must be the biggest ever fitted on a 250 street or race bike. Suzuki paid extra-close attention to aerodynamics, as the front fairing is now pointier and lower than ever before, and a two-stage windscreen is fitted to better integrate with the helmet of the rider. The undercowling of the fairing now extends all the way to the rear tire, and features deflectors to channel water spray away from the center of the rear tire. With the new RGV, Suzuki has pushed Aprilia out of the limelight in the 250cc wars curiously enough, the new RGV is painted violet, red, and white the same as Aprilia.

Next to the RGV 250SP was Suzuki's new GSF750, essentially a 750cc Bandit. Actually, the GSF750 is better described as a 1980s GSXR750 with a steel frame, upright handlebars, no fairing, and candy-apple paint job. Every paragraph in Suzuki's press release had the phrase, "user-friendly."

The naked bike Suzuki sells by the tens of thousands to the Japanese is the GSX400 Impulse, introduced in the 1993 Tokyo Motor Show. This model has received a few styling and engine tweaks in the two years since, and at the 1995 show Suzuki presented the GSX400 Type S, a mini GS1000S in white and blue, with bikini fairing - a bike made famous by Yoshimura and Wes Cooley in the early 1980s. Suggested retail in Japan is approximately $5900.



Suzuki did not forget the off-road lovers, and presented the DJEBEL 250XG (there's a tongue-twister). Based on the DR250R, the 250XC is called by Suzuki as an "off-road touring motorcycle," complete with a 4.1-gallon gas tank, twin trip meters, digital instrumentation, a stop watch and 24-hour clock, a large (200mm) headlight with headlight guard, handlebar-mounted knuckle guards, and a rear luggage carrier. For the color conscious, the 250XC has rims that match the gas tank (dark blue).

YAMAHA

Yamaha's main stage theme was, "New Age American World," with a heavy emphasis on the 1300cc Royal Star, and the 400cc Drag Star (a V-twin mini-version of the Royal Star), all accompanied by ZZ Top music and videos from Sturgis. These are certainly better names for cruisers than the old, celibate sounding "Virago." One has to wonder when Yamaha will have a 1200cc V-twin heavyweight cruiser called the "Sport Star."

Sport bikes displayed in the "New Age American World" by Yamaha were XJR1200s and XJR400s, bikes that are not available in the U.S. Perhaps someday the XJR1200 will make it here. It features Ohlins rear shocks as standard equipment, a larger oil cooler, a new seat, and a frame-mounted half fairing (getting closer to the FJ1200 all the time). With these changes the bike is now called the FJR1200R.

Yamaha also displayed a competition XJR1200 NK-1 production racer, which is used in Japan in the NK-1 series, and in the French XJR Cup Series. These come complete and ready to race, with engine kit parts, competition exhaust, and carbon-fiber body panels (sort of like putting perfume on a pig).

The little XJR400R looks identical to the XJR1200R, but for the Tokyo Motor Show Yamaha brought out a new XJR400R II. The new XJR is painted in classic Yamaha pearlescent white, and features a mini carbon-fiber cowl and number plate just over the low-profile headlight. Inside the front cowl is a Formula One-type liquid-crystal dashboard, with a sweeping-bar tachometer, digital speedometer, fuel-level bar graph, digital odometer and trip meter, and digital clock. Even Honda's NR750 dash wasn't this high-tech.

The XJR400R II wasn't the only bike Yamaha had at the show with a high-tech dash. The Yamaha Majesty 250 Tokyo Motor Show Special had higher technology still: GPS navigation displayed on a handlebar mounted LCD screen! The screen displayed a moving map that could be zoomed in and out for scale, updated itself every second, and rotated as required to maintain "bearing up." In the lower right-hand corner was an arrow display that advised the rider whether to continue straight, or turn left or right at intersections. The GPS monitor can also receive TV signals, as well as radio transmissions; audio is provided by a pair of tweeters and a pair of midrange speakers. Four antennae at the rear provide the Majesty's link to the information superhighway.

A second Tokyo Motor Show special scooter presented by Yamaha was a modified BA50 GEAR. The basic BA50

GEAR is known as a utility scooter for commercial uses such as delivery services and newspaper distribution. For the Tokyo show, Yamaha modified the GEAR with special off-road tires, large capacity front and rear carriers, and a 500W electric generator that runs off the main fuel tank. Suggested uses for the GEAR include emergency/rescue work, or powering a portable television while camping...

A more practical off-road bike is Yamaha's TT250R Raid, a model nearly identical to the Suzuki DJEBEL 250XC. The latest Raid has a small windscreen, twin trip meters (count-up, count-down), a larger fuel tank, and a bigger and brighter head lamp.

Other domestic market motorcycles introduced at Tokyo by Yamaha were the YB-1, a rotary valve two-stroke street bike. Don't get too excited; it's just a 50cc nostalgia bike powered by the old Yamaha Mini-Enduro engine. Another nostalgia bike was the new Renaissa, a wire-wheel 250cc V-twin in classic sports styling. This is Yamaha's description of the Renaissa: "Taking the popular SRV250 with its nimble ride, low vibration and pleasant pulse sensation as its base, Yamaha has given the front end a lighter appearance, added a single-type double seat and various other components, all beautifully appointed in the Italian Trad image. Special attention was paid during the development to the sound of the V-twin engine. Analysis of natural sounds such as the human heartbeat, wavelengths generated by the brain, and the songs of birds, Yamaha was able to achieve a pleasantly stimulating sound that is closer to the laws of nature. And in normal riding in the city you will feel a decisive pulse sensation..."

Last but not least at Yamaha were the PAS bicycles. These are the electrically assisted pedal bikes that Yamaha first displayed in the 1993 Tokyo Motor Show. Now Honda and Suzuki have their own electrically assisted bicycles, and they displayed prototypes of three new models. The top of the line was the PAS Aerosport, a carbon-fiber framed mountain bike with 26-inch wheels and a grip-shift gear changer. Weight is a hefty 61.6 pounds, but remember, the electric motor matches one-for-one the force exerted on the pedals by the rider. Yamaha claims the PAS Aerosport battery would typically last 12.4 miles per charge. A perfect idea for commuters who want the convenience of a bicycle, but don't want to arrive at class or work dripping in sweat.

ALL THE REST

Harley and the various European makers displayed their wares, but the bikes were the same-old, same-old, except for the BMW 1100R Roadster. The roadster featured new boxer-type running gear, but with cafe-racer bodywork. The roadster also featured Akront spoke wheels, where straight spokes insert through the rim lip, with nipples in the wheel hub.

Finally, it must be noted that BMW's motorcycle display had the largest crowd (and the only applauding crowd) of any display at the Tokyo Motor Show - car, motorcycle, or otherwise. It was not for the Bavarian twins, but for five dancers (two men, three women) BMW brought over from France and Germany. The dancers performed half-hour shows to the music of Jethro Tull and others, with a sound system loud enough to shake the fixtures of the Harley-Davidson display across the aisle. To add insult to injury, the BMW dancers were outfitted in black and orange. CN

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1995 AMA NATIONAL MOTOCROSS SERIES
Round #1 of 12 - Gatorback Cycle Park - GAINESVILLE, FLORIDA

(#153F) It was an underdog's day at the Gainesville AMA National MX Championship Series opener, as the brutally rough track conditions at Gatorback Cycle Park took their toll on several of the day's top contenders and left the door wide open for an unexpected winner.

Though Jeremy McGrath is considered one of the sport's most talented riders, he was not the favorite entering the series opener. By the end of the day, he had silenced his doubters and had two long months to smirk about his 250cc class victory until the National Series would resume in California in early May.

Even though McGrath was considered an indoor specialist, and was hampered by a severe case of the flu, he rode his 1-800-COLLECT/Honda CR250 to 3-1 moto finishes to stand atop the podium for his first-ever AMA National Motocross overall win. During the day, battles were waged between Suzuki's 3-time World Champion Greg Albertyn and defending 250cc National Champion, Kawasaki's Mike LaRocco, Mike Kiedrowski, Doug Henry, and Larry Ward. The track played a major role, as several top riders were taken out of action by broken equipment, brought on by the brutal pounding of the Gatorback course.

You'll catch all the first-round excitement of 250cc AMA National Motocross in this 47-minute show from Motovideo!

1995 AMA NATIONAL MOTOCROSS SERIES
Round #2 of 12 - Prairie City OHV Park - SACRAMENTO, CALIFORNIA

(#153F) On a perfect day for racing, Team Kawasaki's Mike Kiedrowski emerged from a fierce battle to claim the 250cc win at the 27th annual Dirt Diggers Hangtown MX Classic. The 26-year-old Kiedrowski posted 4-1 moto scores to beat out Yamaha's Jeff Emig (1-4) on a tie breaker, while three-time World Champion Greg Albertyn put in his best score of the season so far, wit a third overall.

This year's Hangtown classic had to rate as one of the best events the Dirt Diggers M/C has ever hosted. The club was fortunate enough to get a warm, breezy day that brought out a crowd of nearly 10,000 fans to witness the second round of the 1995 AMA National MX Championships.

The course was also popular with the racers. Run in counterclockwise direction, the long, fast track was augmented with more than 100 loads of sand to soften up the normally hard-pack ground. The resulting surface was still fast, but deep berms and braking bumps were everywhere, and the faces of the jumps were laced with ruts. The mix complicated things enough to push lap times up to over 2 minutes on what many riders felt was the best Hangtown track in years.

Get your own slice of motocross excitement with this outstanding 47-minute show from Motovideo!

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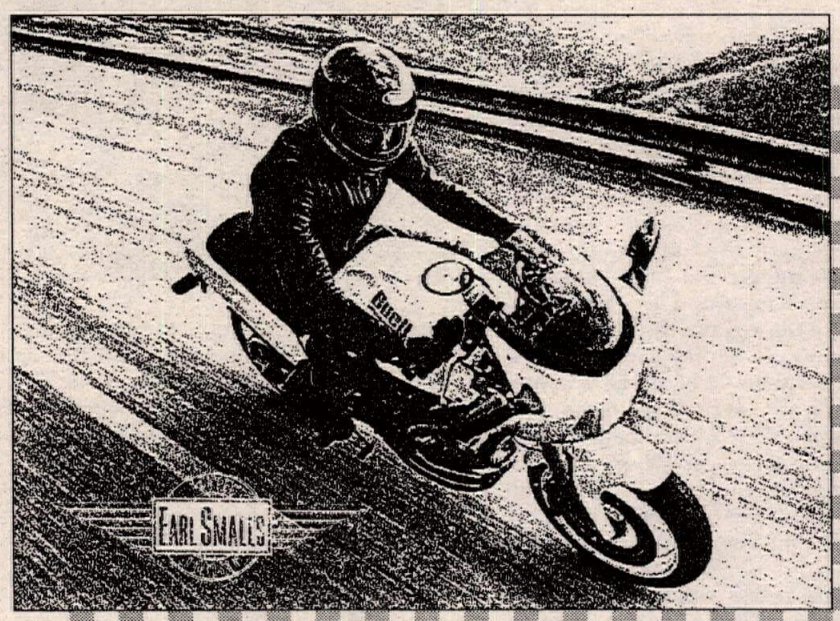

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Final round: Ironman GNCC

Plessinger does it

(Left) Scott Plessinger takes the checkered flag as well as the GNCC series championship at the final round in Indiana.
(Below) Scott Summers was leading by 30 seconds over Plessinger before colliding with a course marshal. He finished second and took second in the series.

By Davey Coombs
Photos by Ken Faught/Dirt Rider Magazine

CRAWFORDSVILLE, IN, OCT. 29

The 1995 AMA Grand National Cross Country Series ended in a fitting tie between KTM's Scott Plessinger and Honda's Scott Summers, but only one could be called champion. And after winning the final round of the series in Indiana, the man who will be king is Plessinger. The defending series champion bettered Summers by just 26 seconds in the appropriately named Ironman GNCC to match him in points, but claimed the overall championship on the basis of his five total wins to Summers' four.

"I think that we're the best two out there, so beating him means beating the best," said Plessinger, rating himself and Summers. "I think we're just about even. It's just a case of whoever has a good day and whoever has a bad day. This wouldn't have happened without my friends and family who are behind me and all the fans who backed me up. It was such a big confidence boost to have a lot of people here cheering me on today. I just I hope I can get another title next week for them." The two Scotts will more than likely also be deciding the 1995 AMA National Hare Scrambles between themselves next week in Washington.

"I hope I didn't disappoint the people that support me," said Summers, who took the loss in stride but could not completely mask his disappointment. "I didn't lose this race because I didn't try. Scott rode really well and I got beat. This game is really complicated and a lot of things can happen. Some days you can do no wrong but other days you can do no right. You just have to keep on working really hard to win. You never know what's going to happen, which is the thing that makes this sport so exciting."

Finishing third overall in the series to Plessinger and Summers was Team Yamaha's Fred Andrews, who failed to finish the final round after coming into the race with a remote mathematical chance to win the title. Rounding out the top five in the final standings were Yamaha riders Duane Conner and Tom Norton.

Conner clinched fourth in the series by virtue of his season-best third-overall finish at the finale in Indiana. On the last day of the series Conner rose from sixth to fourth in the final tally, surpassing the point totals of Norton and Suzuki's Guy Cooper, who was absent from the finale. The rest of the top five overall on Sunday were Norton and Doug Blackwell.

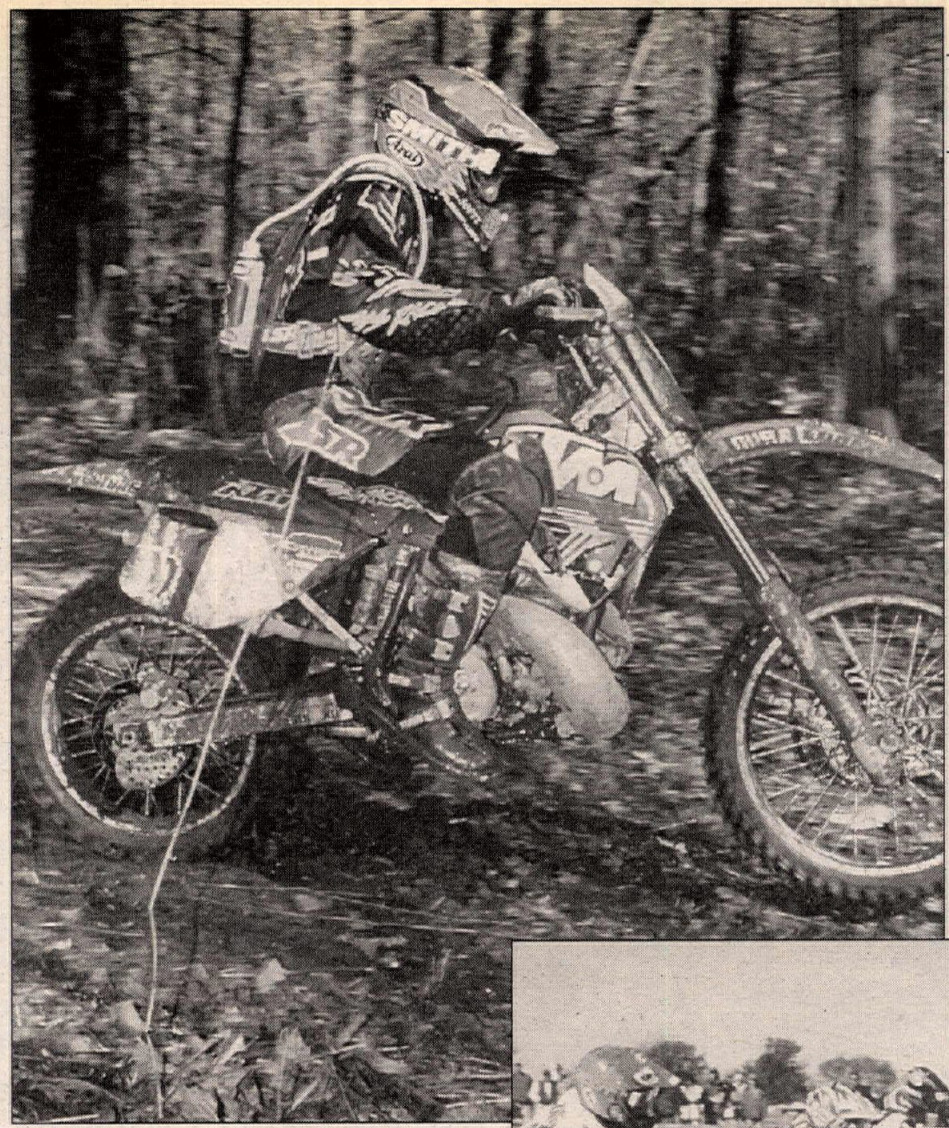
The Ironman event was making its debut on the Grand National Cross Country Series schedule and was attended by more than 230 riders. The event was named after GNCC legend Bob "Ironman" Sloan, who passed away last summer. The rugged track measured just seven miles in length and, after just a few laps, turned into a tough, rutted trail. Saturday-afternoon rain showers left the ground moist for Sunday's series finale and traction was questionable throughout the afternoon.

At the end of the first lap Summers held the lead with 22 seconds to spare on Norton, who was once again competing aboard a YZ250 rather than the 125 he started the series on. Plessinger was shadowing Norton from third with Blackwell, Andrews, Conner and 250cc A-class title-clincher Frank Keegan giving chase.

Plessinger made a pit stop and had the rebound damping on his KTM adjusted when he found the handling not to his liking. "The bike was really beating me up there at the beginning, but once I made the adjustment it rode really well," said Plessinger, who does most of his own mechanical work. The track was also undergoing some adjustments as the riders dug in.

"There was one creek crossing where the hill was like a free-for-all where no one could make it to the top," said Andrews, who dropped out of the race before the halfway mark. "It was sections like those that probably decided it for Plessinger and Summers at the end. Those guys can hear Summers' bike coming and I'm sure that Plessinger was yelling and screaming for those guys to get out of his way, too."

An unfortunate incident took place on the fourth lap when Summers collided with a course marshal. Leading the race by more than 30 seconds just before the halfway mark, Summers was about to attempt a short, slick hillclimb when a marshal moved out in front of him and caused Summers to drop his bike. Another rider following close also tipped over on Summers and the result was a complete loss of his lead cushion.



By the time Summers got himself righted Plessinger was on him.

"Once you fall down it takes some of the energy out of you," admitted Summers. "I did the best I could but Scott was riding really well."

With Summers' momentum temporarily shot, Plessinger made short work of the Honda pilot and took the lead for good. When they rode into the barrels to be scored at the halfway point, Plessinger was already 20 seconds clear of his rival. The lead would grow to 30 seconds on the fifth lap and 35 on the sixth. When the white flag came out after seven laps Plessinger was 50 seconds clear. Summers made a valiant charge on the last lap, but he could only cut Plessinger's lead in half before the checkered flag fell on the season and his title hopes.

"Summers started catching me there for a while, but I picked it back up and put some time on him before he could get me in his sights," said Plessinger. "I spent the whole last lap riding fast but trying not to make any mistakes or not do anything stupid. Everything just worked out in the end."

"I must've hit the ground about six times trying to catch up," said Summers, whose mechanic Fred Bramblett said earlier that Scott would either be "leading or bleeding" when it was all over. "Every time I tried too hard I would start making mistakes and crash again. It was one of those days where a crash or a mistake has a snowball effect."

"I had one of those days like Scott had today two weeks ago," said Plessinger of his nearly title-costing High Point round. "Today I had a good day and everything turned out all right. You just had to be patient and wait for lapped riders to get out of your way or wait until you found a place to pass them. In fact, with two laps to go I was 20 seconds ahead of Scott and some lapper fell right in front of me and I went down. I think that was the only time I fell down all day."

Conner checked into the barrels three minutes behind Summers for third, while Norton was another three minutes back in fourth, followed by Blackwell. Sixth and seventh overall went to the Keegan brothers - Brian and Frank. Next came Vet A-class rivals Tim Shephard and Jeff Russell, who finished just two seconds apart with Shephard getting the nod. Yamaha-mounted Robert Bennett, 12th overall in the series, finished 10th on the day.

The '95 GNCC Series Championship marked the fourth title of Plessinger's career. He won two AMA National Hare Scrambles title (1989 and '92) to go with his two GNCC crowns ('94 and '95). As for Summers, he has a total of six national titles - three in each series. CN

Ironman GNCC
Crawfordsville, Indiana
Results: October 29, 1995 (Round 12 of 12)

O/A: 1. Scott Plessinger (KTM); 2. Scott Summers (Hon); 3. Duane Conner (Yam); 4. Tom Norton (Yam); 5. Doug Blackwell (Yam); 6. Brian Keegan (Yam); 7. Frank Keegan (Yam); 8. Tim Shephard (Yam); 9. Jeff Russell (Yam); 10. Robert Bennett (Yam); 11. Jim Jarrett (Yam); 12. Heath Bennett (Yam); 13. Gene Onail (Kaw); 14. Jeff Murgel (Yam); 15. Craig Jones (Kaw); 16. John Maschino (KTM); 17. Rodney Judson (Hon); 18. Barry Hawk Jr. (Suz); 19. Tom Webb (Suz); 20. Curtis Bardonner (Yam).

OPEN A: 1. Rodney Judson (Hon); 2. Michael Matoszkia (KTM); 3. Bill Cavanagh (KTM); 4. Charlie Williams (KTM); 5. Scott Fontaine (KTM).

250 A: 1. Craig Jones (Kaw); 2. Barry Hawk Jr. (Suz); 3. Ron Palermo (Yam); 4. Clint Bardonner (Yam); 5. Rodney Reese (Suz).

200 A: 1. Jim Jarrett (Yam); 2. Heath Bennett (Yam); 3. Curtis Bardonner (Yam); 4. Ronald Johnson (Hon); 5. Jeff Lauth (Kaw).

VET A (30+): 1. Tim Shephard (Yam); 2. Jeff Russell (Yam); 3. Jeff Murgel (Yam); 4. Michael Holbert (Kaw); 5. Robert Kirchner (Yam).

SR A (40+): 1. Tom Webb (Suz); 2. Gallie Ward (Yam); 3. Terry Mealer (Yam); 4. Paul Michels (ATK); 5. Kelvin Thomas (KTM).

S/SR (50+): 1. Larry McVay (KTM); 2. David Dehner (Yam); 3. Dave Coombs, Sr. (Yam).

4-STRK A: 1. Steve Stiller (Hon); 2. Barry Barnes (Hon); 3. Ralph Thorn (Hon); 4. Todd Snider (Hon); 5. Andy Gutish (KTM).

200 B: 1. Jeremy Berwanger (Yam); 2. David Ash Jr. (Yam); 3. Kevin Gnapp (Yam); 4. Patrick Cumpston (Kaw); 5. Marlin Runfelt (Yam).

250 B: 1. Darius Lattea (Yam); 2. John Shaffer (Yam); 3. Craig Cieslik (Hon); 4. Gregory Gillian (Yam); 5. Matthew Harris (Hon).

OPEN B: 1. Robert Lich (Kaw); 2. Craig Goemmer (KTM); 3. Stewart Lich (Kaw); 4. Steve Linton (KTM); 5. David Conti (KTM).

VET B: 1. Jaisson DeRoche (Yam); 2. David Molnar (Yam); 3. Troy Schlereth (Hon); 4. Mark Adkins (KTM); 5. Randy Fink (Yam).

SR B: 1. Michael Schwartz (Suz); 2. Albert Chuppa Jr. (Yam); 3. Frank Erbe (Yam); 4. Galen Campbell (Kaw); 5. Steve Bullerdick (KTM).

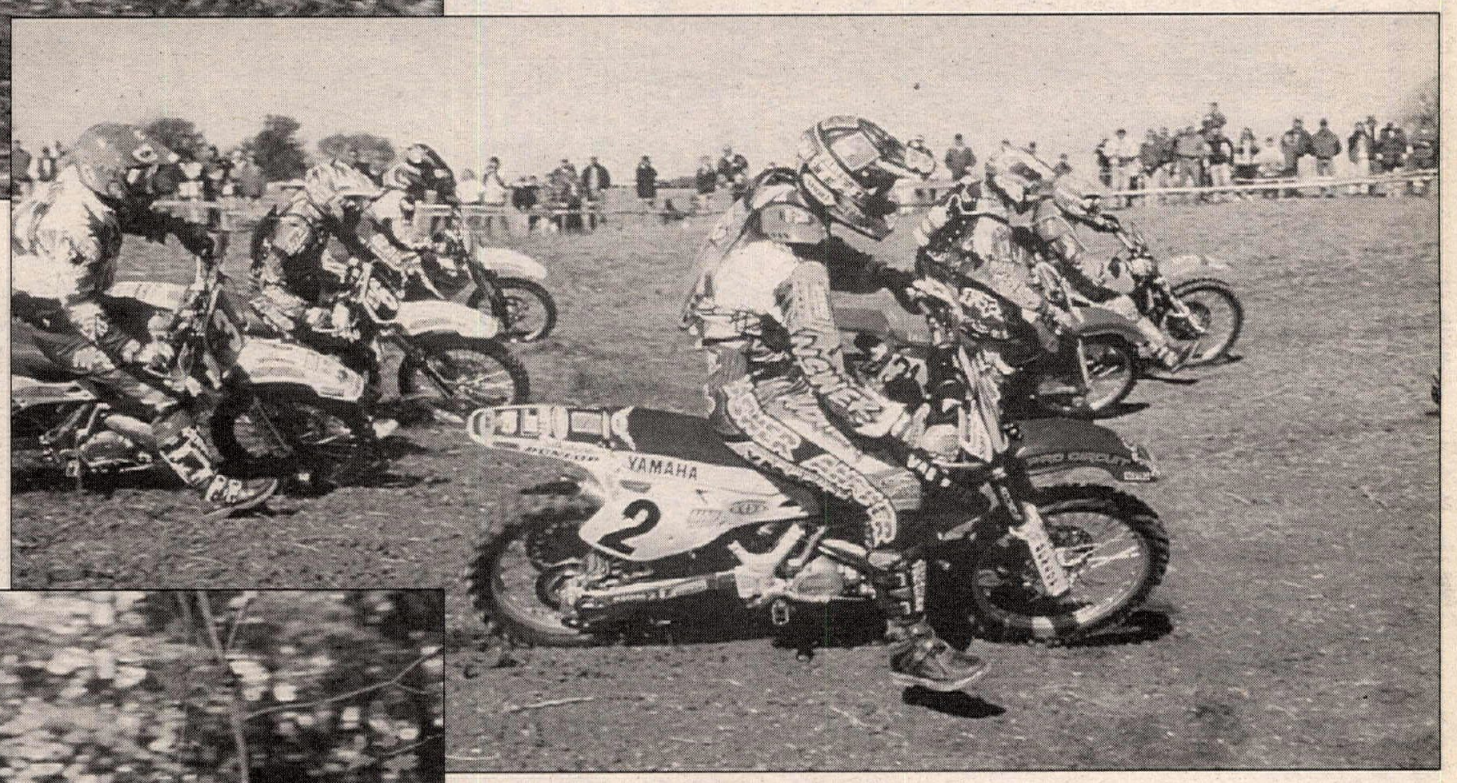
4-STRK B: 1. Joseph Lukaesko (Hon); 2. Terry Neek (Suz); 3. Brian Bradley (Hon); 4. Rick Daubenspeck (Suz); 5. Marshall Young (Hon).

200 C: 1. Jason Smith (Suz); 2. Mark Wood (Kaw); 3. Steve Stagge (Kaw); 4. Tim Rogaczewski (Hon); 5. Andy Melton (Kaw).

250/OPEN C: 1. Shawn Rogers (Hon); 2. Ronald Stetz (Yam); 3. Mark Weiland (KTM); 4. Troy Wertz (Suz); 5. Pete Wolf (Hon).

SUP: 1. Mark Schmidt (Hon); 2. Kevin Weiss (Yam); 3. Jamie English (Suz); 4. Rick Booth (Hon); 5. Troy Myers (Kaw).

AMA GRAND NATIONAL CROSS COUNTRY SERIES FINAL POINT STANDINGS (After 12 of 12 rounds): 1. Scott Plessinger (156/5 wins); 2. Scott Summers (156/4 wins); 3. Fred Andrews (152/2 wins); 4. Duane Conner (135); 5. Thomas Norton (134); 6. Guy Cooper (134); 7. Brian Keegan (104); 8. Tim Shephard (94); 9. Doug Blackwell (92); 10. Steve Hatch (90); 11. Frank Keegan (82); 12. Robert Bennett (73); 13. Tom Carson (64); 14. Jeff Russell (59); 15. Scott Phelps (58); 16. Terry Cunningham (58); 17. Jim Jarrett (56); 18. Craig Jones (55); 19. Daryl Conner (53); 20. Gene Onail (44).



(Above) Duane Conner rode hard and finished third overall.
(Right) Fred Andrews (2) had an outside shot at the title going into the race but would drop out by the halfway point.
(Below) Plessinger (shown) and Summers tied on points, but Plessinger was given the title for having recorded more overall wins than Summers.

Voss, Buckelew brand 'em at Branson

(Above) Heath Voss swept the 125 and 250cc Pro classes aboard a pair of Honda CRs. (Right) Justin Buckelew did the same in the 80cc 12- to 13-year-old classes. Many dub the Yamaha rider as the next big minibike sensation.

By Tony Alessi

BRANSON, MISSOURI, OCT. 27-29

Heath Voss was victorious in the 125 and 250cc Pro classes and New Mexico's Justin Buckelew annihilated the minicycle ranks by posting an awesome six-moto sweep of the 80cc Stock and Modified (12-13) divisions and the Super Mini (0-16) class during the inaugural NMA Branson USA Amateur Nationals, held at America's newest country-western entertainment capital of Branson, Missouri.

An all-natural terrain racetrack greeted the numerous racers who travelled from 26 different states to the heartland of America for the fifth amateur national of the year.

Riders found themselves competing on an equal platform since none of the racers had ever raced on the high-speed grass race course.

Many likened the track to a European race track because it featured numerous high-speed grassy straights and technical off-camber sections which kept riders on their toes throughout the three days of racing.

The first 125cc Pro race saw a rare sight when Ohio's Steve Cross led the field on a KTM 125SX. "The last time someone was actually competitive on a KTM 125 in motocross was Mark Musselman back in 1988," said KTM's Mark Battaile. "We tweaked a few things here and there, and now we are getting some good results. This bike is similar to the production 1997 model."

Cross raced like he had more than a point to prove and was successful in holding off repeated pass attempts from Voss to score the moto win. Pat Donaho raced strong early in the race, but tired out near the end of the 12 laps and finished third in front of Justin Wohletz and Patrick Waitt, who made the trek from Lewiston, Maine.

The second moto saw a wild battle develop between Voss and Waitt after they disposed of early leader Donaho. First-moto winner Cross had an unfortunate meeting with the dirt and was dropped outside the top 10. In the end, Voss was the boss and posted the moto and overall wins in front of Waitt, Donaho, Pospisil and Wohletz.

Voss returned later in the day and swept both 250cc Pro motos in convincing fashion.

Arizona's Eric Edwards was second best while Cody Anderson, Justin Wohletz, Texan Andy Anderson and Californian Jon Miller rounded out the top six.

New Mexico's Justin Buckelew sent shock waves through the 85cc Stock and Modified (12-13) classes, as well as the Super Mini division by turning in a six-moto sweep of the three classes. Buckelew will turn 14 in December, and has already been dubbed as Ricky Carmichael's replacement as the fastest 80cc rider in the country.

Californian Jonathan Shimp was equally impressive by finishing second behind Buckelew in every race, and appears to be the rider to fill Buckelew's shoes in the 12- to 13-year-old class when Buckelew makes the move to the 14-16 age group in 1996.

Wisconsin's Chad Johnson turned quite a few heads by riding up front with the leaders on many occasions, and wound up finishing third in the 85cc Modified (12-13) race, fourth in the Super Mini and seventh in the 85cc Stock (12-13).

If there was a hard-luck story of the week to tell, it had to be the tale of Colorado's Andrew Short. When the event got under way on Friday, Short had three strong-running 80cc Kawasaki machines, but by Sunday not even one would start. Though his dad swapped

engines, wheels, and whatever else he could do to stay racing, the dark cloud seemed to follow. In the end, Short went home empty-handed with three cycles that were in need of not only repair, but reassembly as well.

Mike Alessi recently turned seven years old and competed in his first National with the older 50cc (7-8) crowd, as well as with the 60cc (0-8) division riders.

Alessi served notice to the older riders that he would be a contender as he posted a double-moto sweep of the 50cc Stock (7-8) class and the nabbed the overall win in the bigger 60cc (0-8) Stock division as well.

Alessi topped Texan Shane Squires and fellow Californian Ricky Hemme in the 50cc Stock (7-8) class, and Georgian Andrew Matusek and Florida's Davi Millsaps in the 60cc (0-8) division. Though Alessi was impressive in his debuts in his new classes, the most exciting moto of minicycle racing was reserved for Lancaster, California's Ricky Hemme in the new Super Pee Wee (6-9) division.

The new Super Pee Wee class introduced at Branson will cater to an older group of riders, up to nine years of age, and will showcase trick minicycles like Hemme's.

"We have spent about $4000 on this bike," Hemme said. "It's got 12 horsepower and will wheelie with a 200-pound adult riding it."

Hemme rode with a lot of heart in the first Super Pee Wee moto and held off a moto-long attack from Andrew Matusek and Maryland's Nick Evennou. Matusek crashed on the final lap while attempting a last-ditch pass on Hemme just before the checkered flag. Evennou inherited the second spot, while Matusek picked himself off the ground for third. The Cobras of Millsaps and Jake Griffis from South Carolina stole the show in the second moto and smoked the field en route to their first- and second-place finishes. Evennou finished off the moto third and scored the overall victory. Hemme rebounded from an early-moto fall for fourth. CN

(Left) Ricky Hemme (26) led Denis Jonan and Andrew Matusek (42) in the 60cc (0-8) Stock class. (Below) Justin Buckelew (58), Adam Burris (157) and Jonathan Shimp (100) blast off the line in the 85cc (12-13) class.

(Left) Seven-year-old Mike Alessi made his 60cc National debut at Branson and shocked the older kids in the 60cc (6-8) class with a Stock-class win.

Branson USA Amateur National
Branson, Missouri
Results: October 27-19, 1995

51 P/W STK (4-6): 1. Jeff Alessi (LEM); 2. John Heinlein (LEM); 3. Cole Seely (KTM); 4. Mike Meade (KTM); 5. Luke Grims (LEM).

51 P/W MOD (4-6):1. Cole Seely (Yam); 2. Jeff Alessi (LEM); 3. Mike Meada (KTM);4. Bryce Terzian (LEM); 5. Tallon Gere (Yam).

51 P/W STK (7-8): 1. Mike Alessi (KTM); 2. Shane Squires (LEM); 3. Ricky Hemme (LEM); 4. Dennis Jonan (KTM); 5. Jimmy Albertson (KTM).

51 P/W MOD (7-8): 1. Jake Grims (COB); 2. Mike Alessi (R+D); 3. Davi Millsaps (COB); 4. C. Grantom (COB); 5. Joshua Moritz (LEM).

SPR P/W (6-9): 1. Nicholas Evennou (COB); 2. Ricky Hemme (LEM); 3. Davi Millsaps (COB); 4. Mike Alessi (R+D); 5. Jake Grims (COB).

65 STK (6-8): 1. Mike Alessi (Kaw); 2. Andrew Matusek (Kaw); 3. Davi Millsaps (Kaw); 4. Dennis Jonan (Kaw); 5. Jeff Alessi (Kaw).

65 MOD (6-8): 1. Davi Millsaps (Kaw); 2. Mike Alessi (Kaw); 3. Andrew Matusek (Kaw); 4. Joshua Moritz (Kaw); 4. C. Grantom (Kaw).

65 STK (9-11): 1. Brent Mamone (Kaw); 2. Matthew Burris (Kaw); 3. Dallas Williams (Kaw); 4. Craig Royse (Kaw); 5. Nicholas Evennou (Kaw).

65 MOD (9-11): 1. Brent Maimone (Kaw); 2. Nicholas Evennou (Kaw); 3. Matthew Burris (Kaw); 4. Craig Royse (Kaw).

85 STK (0-11): 1. James Marshall (Kaw); 2. Nathan Broughton (Hon); 3. McFly Scheel (Suz); 4. Eric Griffis (Kaw); 5. Dallas Williams (Kaw).

85 MOD (0-11):1. James Marshall (Kaw); 2. Nathan Broughton (Hon); 3. McFly Scheel (Suz); 4. Christopher Royse (Kaw); 5. Jonathan Tomlin (Yam).

85 STK (12-13): 1. Justin Buckelew (Yam); 2. Jonathan Shimp (Suz); 3. Bradley Barham (Kaw); 4. Adam Mennenga (Kaw); 5. Chad Cook (Kaw).

85 MOD (12-13): 1. Justin Buckelew (Yam); 2. Jonathan Shimp (Suz); 3. Chad Johnson (Suz)- 4. Adam Mennenga (Kaw); 5. Adam Burris (Suz).

85 STK (14-16): 1. Brandon Bartz (Yam); 2. Cory Young (Kaw); 3. Brent Miller (Kaw); 4. Scott Dietert (Suz); 5. Ryan Kelly (Yam).

85 MOD (14-16): 1. Brandon Bartz (Yam); 2. Eric Gerber (Yam); 3. Philip Patteson (Kaw); 4. Darby Fowler (Suz); 5. Jake Beissel (Yam).

S/MINI (0-16): 1. Justin Buckelew (Yam); 2. Jonathan Shimp (Suz); 3. Brandon Bartz (Yam); 4. Chad Johnson (Suz); 5. Eric Gerber (Yam).

125 BEG: 1. Brad Chapman (Suz); 2. Boone Hawkins (Yam); 3. David Dyer (Hon); 4. Casey Cawthon (Hon); 5. Clint Childers (Suz).

125 NOV: 1.Gregory Oswald (Yam); 2. Roger Thayer (Kaw); 3. Adam Smith (Hon); 4. Jeremy Labeau (Hon); 5. Dustin Keuntjes (Hon).

125 INT: 1. Jeffed Fortune (Hon); 2. Brandon Roberts (Kaw); 3. Scott Meyer (Kaw); 4. Chet Hodges (Kaw); 5. Travis Young (Kaw).

125 PRO: 1. Heath Voss (Hon); 2. Patrick Waitt (Hon); 3. Pat Donaho (Hon); 4. Tim Pospisil (Kaw); 5. Justin Wohletz (Kaw).

125 OPEN: 1. Jerrod Fortune (Hon); 2. Brandon Roberts (Kaw); 3. Travis Young (Kaw); 4. Aaron Storey (Hon); 5. Shane Shimabukurd (Suz).

250 BEG: 1. Brad Chapman (Hon); 2. Terry Meyer (Suz); 3. Olem McCasland (Kaw); 4. Gregory White (Hon); 5. Casey Cawthon (Suz).

250 NOV: 1. Bryan Gates (Kaw); 2. Roger Thayer (Kaw); 3. Ted Courdin (Suz); 4. Blake Moffitt (Kaw); 5. Kenson Goff (Hon).

250 INT: 1. Brandon Roberts (Kaw); 2. Adam Zarda (Hon); 3. Preston Rose (Kaw); 4. Clay Reed (Kaw); 5. Dustin Taylor (Kaw).

250 PRO: 1. Heath Voss (Hon); 2. Eric Edwards (Yam); 3. Cody Anderson (Suz); 4. Justin Wohletz (Kaw); 5. Andy Anderson (Kaw).

250 OPEN: 1. Adam Zarda (Hon); 2. Dustin Taylor (Kaw); 3. Alan Bell (Kaw); 4. Jim Campbell (Hon); 5. Jack Jones (Kaw).

25+ A: 1. John Kerr (Yam); 2. Kurt Henrickson (Kaw); 3. Lee Upton (KTM); 4. Ron Turner (Hus); 5. Larry Wayt (Yam).

25+ B: 1. Dwight Maggard (Yam); 2. Swnuel Henry (Yam); 3. Chris Byrd (Hon); 4. Alan Bell (Kaw); 5. Joby Windmiller (Yam).

30+ A: 1. Ron Turner (Hus); 2. Mike Haynes (Kaw); 3. Mike Mills (Yam); 4. Larry Wayt (Yam); 5. Doug Gere (Kaw).

30+ B: 1. Douglas Hall (Yam); 2. Phillip Mills (Kaw); 3. Jim Campbell (Hon); 4. Scott Morgan (Yam); 5. Chuck Jones (KTM).

35+ A: 1. Donny Graham (Kaw).

35+ B: 1. Douglas Hall (Yam); 2. Brian Albertson (Yam); 3. Ward Wiebe (Hon); 4. Jason Raycott (Hon); 5. Olen McCasland (Kaw).

40+: 1. Kinnie McGraw (Yam); 2. John Gott (Yam); 3. Mke Edwards (KTM).

Final round: Delaware National

Hawkins' finishing touch

By Paul Clipper/Trail Rider Magazine

DELAWARE CITY, DE, SEPT. 31

Randy Hawkins put on his National Enduro costume one final time to finish out the season in Delaware. The series had already been wrapped up mathematically by Ty Davis two rounds before in Texas, but Hawkins used the sole East Coast event to remind everyone that he's worn that National crown a few times in the past. He accomplished this by scoring a seemingly effortless win at the popular Delaware National Enduro.

Davis, the recently crowned champ, could not make the trip to Delaware, forfeiting the event in order to prerun the upcoming Baja 1000.

"I've heard a lot of sniveling about Ty Davis, and about how he's so fast in the desert, how he beat us in the eastern events because of blah, blah, blah and whatever, but Ty is just on a tear; he's young and excited and he's faster no matter where we are," said Alan Randt, a veteran AA rider from Michigan. "He's extremely talented and fresh, and he's bound to beat us everywhere as long as he's on the attack. A few years ago Randy was the same way. We'd ride our darndest at an event and Randy would just kill us. Well, Randy had a chance today to remind us about that."

Hawkins broke from the crowd and dominated in the second half of an event that humbled many of the National and East Coast regulars. Newspaper headlines the week before the Delaware National declared the waning month of October the wettest in 100 years of history, logging over eight inches of rain for the month, when two and a half was more normal. Standing water covered much of the starting area on Saturday, and it was obvious that in spite of bright sun, warm temperatures and clear skies, Sunday's 7 a.m. start would be more than a little slick. "A good old-fashioned Delaware enduro," more than one of the regulars were heard to remark, and there was also some talk that Davis should be here, in the mud. Would Hawkins humble him?

"I don't think so," said Randt. "People forget the beginning of the season where Ty beat us in Louisiana, and Delaware isn't anything like that enduro. This is muddy, but it's not really tight. Actually Delaware is really fast, if you're not afraid to gas it. Randy might think he'd show Ty a thing or two, but I think Ty would just romp on everyone here as well."

Speculation aside, the run started out with three riders vying for the overall. Team KTM rider Michael Lafferty was the local favorite and stood to gain a position on the season with an overall win (from fifth overall for the series to fourth), and wanted to make a show among all his friends.

Also, ISDE Junior Trophy star Chris Smith was riding tough, and is always a threat at East Coast events. Smith, Lafferty and Hawkins matched scores through the first nine checks like they were roped together, but after the check-in (ninth) they separated quickly. The section was long and brutal, with three points-taking checks back to back. Smith, riding on 17, hit check 10 with a three-point loss, the best of the day so far. Four minutes later, Hawkins bested him by a point, scoring two at the check and continuing into the section with nearly a minute advantage. Two minutes behind Hawkins came Lafferty, scoring a three and matching Smith's score.

Hawkins took his two and never let up, dropping eight, then 11 at the next two checks. Lafferty couldn't gain back the time he lost at check 10, and went nine and 12 at the next two, while Smith went 10-14 in the section. Each rider lost a point or two at the next few checks leading into the finish, but there wasn't enough room to take back Hawkins' three-point advantage, and Lafferty had to settle for second overall, while Smith trailed in third.

A few other riders hung with this group at the fateful 10th check, with KTM's Randt hanging toughest with a 3-10-14 score, matching Smith's effort. "But I did all my squid riding in the morning," said Randt, who lost a lot of time adapting to the slippery early morning conditions. Husky rider Fred Hoess scored 3-10-14 over the section as well, but also lost too many points in the morning to be in contention. The third-best score series in the section went to Kevin Bennett, riding a brand-new Honda XR400 and fresh from his second overall finish in Illinois two weeks earlier. Bennett rode a 3-10-15 through the fateful section.

One section the rain really affected was the traditional Delaware "sluice," a rocky gully, channeling water behind a marina and into the Chesapeake and Delaware Canal. Early riders found a raging torrent where in the past a limpid stream occasionally flowed, and the first few riders had a struggle on their hands. "I managed to ride up almost to the top, but then there was a waterfall you had to drag the bike up," said Manassas, Virginia, ECEA rider Mark Spence. "When I got onto the concrete section it was all I could do to keep from being washed back down again!"

Five riders were allowed up the sluice, among them Spence and ISDE, NETRA rider Kerry Clark, most having to push and drag up the raging stream. Seeing that the section would end the day for most riders to follow, the club wisely dropped the section, and mercifully steered everyone else straight to the gas stop following the sluice. Everyone agreed that the morning was the toughest, with plenty of standing water and deep mud ruts, especially for the later numbers. In the afternoon the

(Top) Randy Hawkins finished out the National Enduro Series with the overall win in Delaware. (Above) Finishing second was local favorite Mike Lafferty. (Left) Chris Smith was third.

course dried out some, and speeds picked up substantially. The event featured 120 ground miles out of 134 on the route sheet, and 15 checks to keep the riders honest.

At the finish check it was Hawkins taking the overall with 46 points lost, and Mike Lafferty sneaking in right behind him with a 49. Chris Smith was third overall and first regional AA rider with 53 points to his credit. Hoess was fourth with 63, and Bennett finished fifth overall and High Point A by virtue of his 64-point score. Tied at 67 points were Randt and Mark Spence, finishing in that order by tie-breaker seconds, and Michael's brother Richard Lafferty was eighth overall with a 72. Drew Smith was ninth overall on a CRE 250, and first in the A Lightweight class with 73 points, and Jack Lafferty Jr. finished out the top 10 with 74 points lost. Mark Hummel was the winner of the High Point B trophy, with 102 points lost, and a tired David Barnes took the High Point C trophy back to New York with him, with a hard-won score of 267 points.

"I think it was a great run, always one of the best on the National schedule," said Hawkins. "It was tough, but that's the way it's supposed to be." CN

Delaware National Enduro
Delaware City, Delaware
Results: October 29, 1995

O/A: 1. Randy Hawkins (Suz) 46; 2. Mike Lafferty (KTM) 49; 3. Chris Smith (Hon) 53; 4. Fred Hoess (Hus) 63; 5. Kevin Bennett (Hon) 64; 6. Alan Randt (KTM) 67; 7. Mark Spence (Kaw) 67; 8. Richard Lafferty (KTM) 72; 9. Drew Smith (Hon) 73; 10. Jack Lafferty Jr. (Hon) 74; 11. Jerry Clark (Hon) 75; 12. Bill Atkinson (Hon) 77; 13. Ross Benson (Suz) 79; 14. Jeff Kirchner (Kaw) 82; 15. Marc Grossman (Kaw) 84; 16. Anthong Tomasello (Yam) 85; 17. Larry Poplin (Suz) 85; 18. Dale Hiles (Yam) 87; 19. Ken Hammond (Hon) 90; 20. Joel Dengler (Suz) 90.

NAT'L AA: 1. Michael Lafferty (KTM); 2. Alan Randt (KTM); 3. Jack Lafferty Jr. (Hon).

REG AA: 1. Chris Smith (Hon); 2. Fred Hoess (Hus); 3. Richard Lafferty (KTM); 4. Bill Atkinson (Hon); 5. Ross Benson (Suz).

L/W A: 1. Drew Smith (Hon); 2. Kerry Clark (Hon); 3. Joel Dengler (Suz); 4. Pat Anderson (Suz); 5. John Smith (Yam).

M/W A: 1. Mark Spence (Kaw); 2. Larry Poplin (Suz); 3. Craig Shenigo (Yam); 4. Rick Higgins (CRE); 5. Mike Arendasky (G-G).

MED/L/W A: 1. Jim McCommon (Yam); 2. Jeff Moyer (Kaw); 3. Robert Mohn (Kaw); 4. John Robbins (Kaw); 5. Perry Hodges (Yam).

OPEN A: 1. Ken Law (Hon); 2. Phil Carlin (Hon); 3. Cliff Tenney (KTM); 4. Dean Spencer (KTM); 5. Dave Groemm (KTM).

4-STRK A: 1. James Burns (Hon); 2. Ken Hammond (Hon); 3. Darrin Russell (Suz); 4. Barry Crone (Suz); 5. Sam DiNinno (Hon).

VET A: 1. Jeff Kirchner (Kaw); 2. Anthony Tomasello (Yam); 3. Jim Gunselman (Yam); 4. Eric Koeller (G-G); 5. Craig Seely (Kaw).

SR A: 1. Jerry Randall (Hus); 2. Tom Ebersole; 3. Calvin Smith (KTM); 4. Mike Lagomarsino (KTM); 5. Gary Noble (Hon).

S/SR A: 1. Jack Lafferty Sr. (KTM); 2. Bruce Triplett (Kaw); 3. Ron Hole (Suz); 4. Keith Ratcliff (Hon); 5. Jack Shoalmire (Kaw).

L/W B: 1. Scott Taylor (KTM); 2. Ron Murhon (KTM); 3. Steve Fox (KTM); 4. Ed McGall (Yam); 5. John Wernsdorfer (Hon).

MED/L/W B: 1. Martin Scheffler (Kaw); 2. Ron Lucas (Kaw); 3. Jeff Perambo (Kaw); 4. John Parkinson (Kaw); 5. John Lambert (Kaw).

M/W B: 1. Michael Bradway (Suz); 2. Glenn Eggert (Hon); 3. Peter Wright (Suz); 4. Tim Mitchell (Yam); 5. Scott Ashway (Kaw).

OPEN B: 1. Al Switzer (KTM); 2. Steve Guers (KTM); 3. Dave Mealing (KTM); 4. John Farrar (KTM); 5. Philip Doyle (KTM).

4-STRK B: 1. Joe Wallace (Hon); 2. Robert Barr (KTM); 3. Doug Van Horn (Hon); 4. John Putorti (Hon); 5. Rob Kirkpatrick (Hon).

VET B: 1. Bob Kozacheson (KTM); 2. Roger Arnold (Yam); 3. Glenn Shiffman (KTM); 4. Mike Nolan (Kaw); 5. Mike Dolecek (Kaw).

SR B: 1. James Schmits (Yam); 2. Duke Finch (Yam); 3. Brent Bush (Kaw); 4. Jack Lurtsema (Kaw); 5. Craig Burfield (Hon).

S/SR B: 1. Jim Jenkins (KTM); 2. Ed Kistler (KTM); 3. Fred Franks (Kaw); 4. Ken Buchel (Kaw); 5. Jim Mitrowitz (KTM).

C MED LT: 1. Marc Steagle (Kaw); 2. Roger Nicholson (Kaw); 3. Edwin Newcomb (Suz); 4. Chris Tlack (Kaw); 5. Pat Johnson (kaw).

C MED: 1. Jeff Watkins (KTM); 2. Harry Owen (G-G); 3. Robert Lockard (Kaw); 4. Scott Gribble (Kaw); 5. George English III (Suz).

OPEN C: 1. Mike Meyer (Hus); 2. Roger Huenemeyer (KTM); 3. Karl Dodson (KTM); 4. George Bressler (KTM); 5. James Rink II (KTM).

4-STRK C: 1. Tim Kilker (Hon); 2. Robert Thompson (Hon); 3. Tom Denman (Kaw); 4. Mitch Schappert (Kaw); 5. Chris Schultz (Hon).

VET C: 1. Jeff Fox (Yam); 2. Norman Franckle (KTM); 3. Rob Comber (Kaw); 4. Craig Lambert (Yam); 5. Gerald Schwegel.

MSTRS: 1. Joe Galie (Yam); 2. Ed Baker (Hon).

WMN: 1. Karen Whittier (Kaw).

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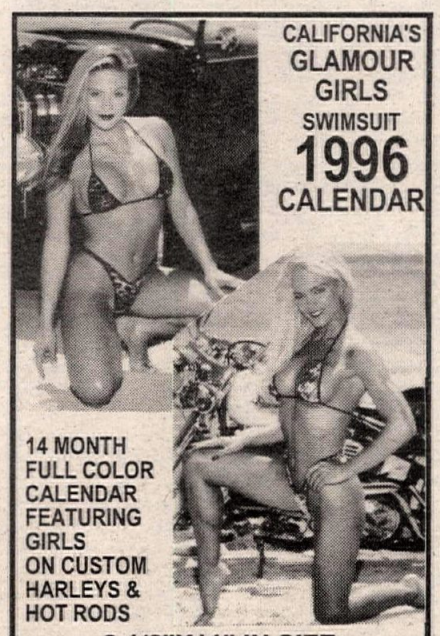
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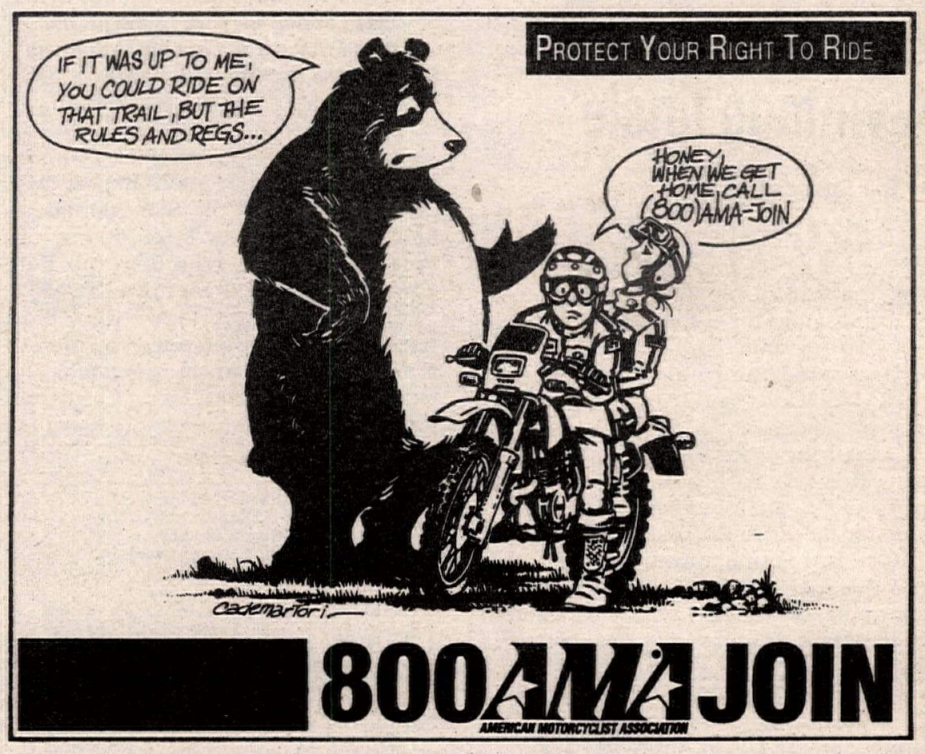

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Dick Mann (5) pulled out the victory in the 50+ class during the final round of the AHRMA/Vintage Iron National Motocross Series at the Hollister Hills SVRA.

AHRMA/Vintage Iron National Motocross Series: Final Round

A vintage finale

By Bill Spencer

HOLLISTER, CA, OCT. 21-22

Former AJS factory pilot Doug Grant finally had his shining moment under the sun at the Hollister Hills SVRA as the Santa Clara Riders Unlimited presented the final round of the AHRMA/Vintage Iron National Motocross Series.

"Of all the races I have done in the past, this has to be one of my best moments," Grant said after winning race three for the 40+ and 50+ Expert classes. "I have had so much fun getting back into the racing bit, but I have to get home and see what my wife has in store for me. She's about to produce our third child."

Grant led from the first turn of the GP track and held nothing back as he easily defeated Dick "Bugsy" Mann, who went on to win the 50+ division.

"I'm okay for a few laps," Mann said. "But these kids are too good."

Also racing were two-time World Motocross Champion and AHRMA Executive Director Jeff Smith, Jody Nicholas, Dusty Coppage, Russ Powell and Buck Murphy. Smith sewed up another National championship in the 50+ class despite the presence of rival Hugh Weaver, who came all the way from New York to try to dethrone him. Smith put together a 3-5 score for the title after Mann easily won the class.

"When we wrote the rules," Mann said, "we didn't write a 60+ class despite the fact that both Jeff and I are 61 years old.

Weaver finished second overall with a 2-3 score, with Danny Davies being the spoiler in the second moto after finishing second to Mann. Bill McClinton also diced it up with the the two, finishing fourth in both motos.

Weaver's son, Tim Weaver, had a good day, winning both motos in the 125cc Sportsman Expert division and claiming a National title over Chris Radzinski and Ty Erquiaga.

A long distance award could have gone to Alan Woods, who traveled from Oldham, Lancashire, England to win the 125 and 250cc Sportsman Intermediate classes.

Vintage Iron sponsor Rick Doughty topped the Premier 500cc Expert class on his 1962 BSA Gold Star 500, taking both moto wins over Mike Atkins, and Pete Cruttenden, who beat out Pete Ford in the last moto for third.

On hand for interviews were Brad Lackey, who had intended to ride but was held up by an ailing back, Jim Odom, Bob Swanson, Donny Castro and Jim Pomeroy. CN

Results

SPTSMN 250 EX: 1. Tim Nash (Hus); 2. Chris Radzinski (Kaw); 3. Randy Lewis (Oss); 4. John Greenway (Hon); 5. Greg Blazek (Hon).

PREM 500 II EX: 1. Doug Grant (AJS); 2. John LeFevre (Hus); 3. John Lundgren (Ric); 4. Mike Atkins (Tri).

PREM 500 II INT: 1. David Walden (Ric); 2. J.D. Bramlett (BSA); 3. Reese Dengler (Jaw).

50+ INT: 1. Rodney Henninger (Ric); 2. John Huegel (Yam); 3. Don Kelley (CZ); 4. Harry Taylor (Yam); 5. Al Saldivar (Yam).

PREM 500 II NOV: 1. Ed Reedy (Tri); 2. David Duvarney (Hus); 3. John Koch (Ric); 5. Kay Mann (BSA).

40+ NOV: 1. Doug Grant (AJS); 2. Randy Lewis (Ric); 3. David Fisher (Oss); 4. Russ Powell (Pen); 5. John Lundgren (Bul).

50+ EX: 1. Dick Mann (BSA); 2. Hugh Weaver (Bul); 3. Danny Davies (Tri); 4. Bill McClinton (BSA); 5. Jeff Smith (BSA).

PREM U-L/W II INT: 1. Robert Borg (CZ); 2. Brian Duane (Hus); 3. Joe Lorenzen (CZ); 4. Ron Renzulli (CZ).

PREM L/W II NOV: 1. Don Tryon (Oss); 2. Tom McFarland (Bul); 3. Chris Makynen (BSA).

SPTSMN 500 INT: 1. J.D. Bramlett (BSA); 2. Jeff Mullins (Mai); 3. Ed Lowenberg (Bul); 4. Shannon Humphreys (Suz); 5. Ryan Dickson (CZ).

SPTSMN 125 EX: 1. Tim Weaver (Bul); 2. Chris Radzinski (Kaw); 3. Ty Erquiaga (Hon).

SPTSMN 125 INT: 1. Alan Woods (Hon); 2. Steve Gibson (Hon); 3. Mark Arsenault (Hon).

SPTSMN 125 NOV: 1. Lawrence McDonnell (Hon); 2. Thomas Maddock (Hus).

WMN INT: 1. Erin Larsen (Hon); 2. Deborah Poole (CZ).

WMN NOV: 1. Ellen Voermans (Hon); 2. Sara Lightfoot (Ric); 3. Amy Wright (CZ).

PREM L/W INT: 1. Reese Dengler (Jaw); 2. Michael Green (BSA).

SPTSMN 500 NOV: 1. Steve Sagely (Yam); 2. Christian Otero (Suz); 3. Don Kelley (CZ).

SPTSMN 250 INT: 1. Alan Woods (Oss); 2. Dave Smith (Hon); 3. Paul Miller (Hon); 4. Ron Harrison (Hon); 5. Jeff Naff (Hon).

PREM 500 EX: 1. Rick Doughty (BSA); 2. Mike Atkins (Mat); 3. Peter Cruttenden (Tri).

PREM 500 INT: 1. John Huegel (Ind); 2. Kelly Shane (Ari); 3. John Ford (Vel); 4. Larry Madrigal (BSA); 5. John McCoy (Hus).

30+ NOV: 1. John McFarland (Bul); 2. Richard Yelkin (Bul); 3. Dave Montague (Hon); 4. Don Beese (Hon); 5. Matt Lilly (Hus).

30+ EX: 1. Pat Brown (Bul); 2. John Greenway (Hon); 3. Rich Lundgren (Hus); 4. Russ Powell (Pen).

30+ INT: 1. Steve Parker (Hon); 2. J.D. Bramlet (BSA); 2. Dave Smith (Hon); 3. Alan Woods (Oss); 4. Paul Miller (Hon).

40+ INT: 1. Rich Smith (Mai); 2. Johnny Stevens (Hus); 3. Jeff Carson (CZ); 4. Dan Phillips (BSA); 5. Dan Scharf (Yam).

PREM OPEN TW EX: 1. Danny Davies (Tri); 2. Gary Davis (Tri); 3. Wayne Sumner (Tri).

PREM OPEN TW INT: 1. Ken Corpe (BSA); 2. Larry Madrigal (BSA); 3. Marsh Runyon (H-D).

40+ NOV: 1. Steve Sprague (Bul); 2. Jeff Snyder (Hon); 3. Dennis Moore (CZ); 4. Chuck DeRan (Yam); 5. Mike Kopp (Hon).

50+ NOV: 1. Ken Burningham (Cot); 2. Jim Cooke (Hon); 3. Tom McFarland (Bul); 4. James Wilson (Hus); 5. Lane Allen (Bul).

500 SPTSMN EX: 1. Tim Nash (Hus); 2. Pat Brown (Bul); 3. Greg Blazek (Mai); 4. Allen Wenzel (Che); 5. George Golling (Mai).

SPTSMN OPEN TW EX: 1. Scott Dunlavey (Che); 2. Daryl Hambleton (Tri); 3. Mat Rohr (Tri); 4. Rick Doughty (Ric).

SPTSMN OPEN TW INT: 1. Mike VanLienden (BSA); 2. Ken Corpe (BSA); 3. Jamie Jenny (Ric); 4. Anthony McDowell (Che).

PREM L/W II EX: 1. David Fisher (Oss); 2. Robert Poole (BSA); 3. John LeFevre (Hus).

PREM L/W II INT: 1. Keith Lynas (Oss); 2, Rod Henninger (Hus); 3. Mike Fenner (BSA).

SPTSMN 250 NOV: 1. Richard Yelkin (Bul); 2. Steve Sagely (Yam); 3. John McFarland (Bul); 4. Mark Redmond (Yam); 5. Thomas Rogers (Hus).

Conley takes command at Grattan Road Race

By Jacki Fisher

BELDING, MI, OCT. 7-8

For the last CCS race weekend of the season at Grattan Raceway, Valley Racing's Brian Conley showed the competition the reason he carries the number-three plate after he saw three checkered flags first during the day.

In Sunday's combined Expert/Amateur Middleweight GP race, Conley got the holeshot. His early lead didn't deter Castrol's Glen Paron. Three times during the race, Paron challenged Conley in the high-speed turn one. TZ-250 mounted Paron was carrying more corner speed by taking the wide line which enabled him to get around Conley's 600. Each time, Conley would then outbrake Paron going into turn two, diving under him on the inside to regain the lead. Conley barely beat Paron for the win, leaving Paron in second and a hard-charging Evans Motorsports Britt Evans close behind in third.

For the combined Expert/Amateur Heavyweight Superbike race, Conley again made a great start but was hounded by season rival Pro Motorsport's Shawn Conrad. On the third lap, a straightaway crash brought out the red flags. CCS officials decided to re-grid the riders according to their last completed lap positions and resume the race at the halfway point. Conley, on the pole, got the holeshot again. Conrad threatened, but didn't have enough time to catch Conley, who was turning low 27s on his way to his second win of the day.

Conley claimed his third victory in the Expert Middleweight Superbike class. Again turning the fastest times in the race, Conley had two shadows this time - Learning Curves' Dave Doe and Britt Evans. Neither could catch Conley or match his times. Doe and Evans started dicing, and with three laps to go, Evans made his move securing second behind Conley, while Doe settled for the disappointing third. Team Chicago's Steve Karson held a race-long fourth place to the finish line.

Results

EX SOLO GTU: 1. Ken Krebs (Kaw); 2. Owen Weichel (Kaw); 3. Brian Conley (Hon); 4. Jason Wencel (Hon); 5. Steve Karson (Hon).

AM SOLO GTU: 1. Jamie Long (Hon); 2. Ryan Meyer (Hon); 3. Robert King (Hon); 4. Jeffrey Purk (Hon); 5. Richard Queen (Yam).

EX SOLO GTO: 1. Shawn Scholten (Hon); 2. Brian Gibson (Hon); 3. Sean Ryan (Hon); 4. Kuntae Kim (Yam); 5. Jeff Vos (Yam).

AM SOLO GTO: 1. Michael McAllister (Kaw); 2. Michael Poulin (Hon); 3. Jeffrey Purk (Hon); 4. Brenden Michael Fahy (Hon); 5. Eric Konigsberg (Hon).

EX L/W SS: 1. Kuntae Kim (Yam); 2. D. Scott Brown (Yam).

EX U/L SS: 1. Greg Gibson (Suz); 2. Shawn Conrad (Kaw); 3. Rick Breuer (Hon); 4. Monte Nichols (Hon); 5. Martin Brown (Kaw).

EX H/W S/TW: 1. Brian DeDoes (Duc); 2. Terry McGran (Hon); 3. Dennis Schiro (Hon); 4. Tim Johnson (H-D); 5. Stephen Polizzi (Hon).

AM H/W S/TW: 1. Jeffrey Ross (Cag); 2. Gary Paynter (Duc); 3. Darren Conrad (H-D); 4. Bob Dega (Hon); 5. Patrick Hurley (Duc).

EX L/W S/BK: 1. Michael Lower (Yam); 2. Tom Chaplin (Kaw).

AM L/W S/BK: 1. Don Pitcher (Hon); 2. Edward Hoffius Jr. (Yam); 3. Terry Cross (Yam); 4. Richard Queen (Yam); 5. Brian Salazar (Yam).

EX M/W GP: 1. Brain Conley (Hon); 2. Glen Paron (Yam); 3. Britt Evans (Hon); 4. Dave Doe (Hon); 5. Steve Karson (Hon).

AM M/W GP: 1. Tony Scalici (Hon); 2. Brenden Michael Fahy (Hon); 3. Jay Doyle (Kaw); 4. Brent Dudley (Hon); 5. Dave Dekker (Hon).

EX H/W SS: 1. Shawn Conrad (Kaw); 2. D. Scott Brown (Suz); 3. Monte Nichols (Hon); 4. Dave Hendrickson (Yam); 5. Michael Radke (Hon).

AM L/W SS: 1. Edward Hoffius Jr. (Yam); 2. Richard Queen (Yam); 3. Edward Cunningham (Suz); 4. John Farias (Yam).

EX L/W S/TW: 1. Terry McGran (Hon); 2. Brian DeDoes (Duc); 3. Stephen Polizzi (Hon); 4. Dennis Schiro (Hon); 5. James Meekma (Kaw).

AM L/W S/TW: 1. Bob Dega (Hon); 2. Gary Paynter (Duc); 3. Jeffrey Ross (Cag); 4. Robert Wilkes (Kaw); 5. Jeffrey Miller (Hon).

AM H/W SS: 1. Michael Kirschbaum (Yam); 2. Jamie Long (Hon); 3. Jeffery Wade Denton (Hon); 4. Brenden Michael Fahy (Hon); 5. Michael McAllister (Kaw).

EX L/W GP: 1. Glen Paron (Yam); 2. Scott Wohlfeil (Yam); 3. Michael Lower (Yam); 4. Frank Fisher (Yam); 5. Jim Vaupel (Yam).

AM L/W GP: 1. Kent Shoemaker (Yam); 2. Cory Tuchscherer (Yam); 3. Troy Walker (Hon); 4. Adam Neal (Yam); 5. Bob Dega (Hon).

EX H/W S/BK: 1. Brian Conley (Hon); 2. Shawn Conrad (Kaw); 3. Ken Krebs (Kaw); 4. Brian Gibson (Hon); 5. Britt Evans (Hon).

AM H/W S/BK: 1. Brenden Michael Fahy (Hon); 2. Jay Doyle (Kaw); 3. Michael McAllister (Kaw); 4. Ryan Meyer (Hon); 5. Richard Goldberg (Kaw).

EX M/W SS: 1. Shawn Conrad (Kaw); 2. Dave De (Hon); 3. Steve Karson (Hon); 4. Jason Wencel (Hon); 5. Monte Nichols (Hon).

AM M/W SS: 1. Tony Scalici (Hon); 2. Jamie Long (Hon); 3. Jeffery Wade Denton (Hon); 4. Brenden Michael Fahy (Hon); 5. Troy Kramer (Hon).

EX SPTSMN: 1. Tom Chaplin (Kaw).

AM SPTSMN: 1. Jeffrey Ross (Cag); 2. Chris Nielsen (Hon); 3. Christopher Doll (Kaw); 4. Bob Sunday (Suz); 5. Paul Donnan (Suz).

EX 125 GP: 1. David Antler (Yam); 2. Jeff Young (Hon).

AM 125 GP: 1. Troy Walker (Hon).

EX US TWSPTS: 1. Tim Johnson (H-D).

AM U.S. TWSPTS: 1. Darren Conrad (H-D).

EX M/W S/BK: 1. Brian Conley (Hon); 2. Britt Evans (Hon); 3. Dave Doe (Hon); 4. Steve Karson (Hon); 5. Jason Wencel (Hon).

AM M/W S/BK: 1. Brenden Michael Fahy (Hon); 2. Jay Doyle (Kaw); 3. Troy Kramer (Hon); 4. Ryan Meyer (Hon); 5. Brent Dudley (Hon).

EX U/L GP: 1. Greg Gibson (Suz); 2. Jeff Vos (Apr); 3. Brian Gibson (Hon); 4. Shawn Conrad (Kaw); 5. Glen Paron (Yam).

Ross, Davis, Feist dominate Wabash Motocross

By Don Browning

WABASH, IN, OCT. 22

Rick Davis, Brandon Ross and Connie Feist were three of the more dominant riders on the track when RPM hosted its last race at Wabash Cannonball

Davis, riding in the Automatic (4-6) class, dominated the start of the first combined Automatic-class moto. Meanwhile, Ross, riding in the Automatic (7-8) class had to move through the pack to claim first. At the midpoint, Ross had closed to within three bike lengths of Davis when Davis' father shouted for his son to throw him his goggles. Davis stopped, and gave the goggles to his dad and the lead and overall win to Ross.

In the second moto, both riders gated in the front, pushed the KTMs to the limit for the entire race, and came home with wins in their respective classes. The only other notable part of the race came when Nick Kersey rode an undersuspended, underpowered Yamaha to earn second ahead of the LEMs and Cobras that filled his class.

At the other extreme, 25+ action kept the spectators on the fence as Feist pulled out all the stops in the first moto to beat Donald Baker.

The second moto proved to be the top race of the day as Larry Witmer pulled the holeshot and led Don Baker's Honda. Feist was taken wide on the first turn and trailed in the middle. By the end of the second lap, Witmer had relinquished his lead to Baker, with Feist closing. At the beginning of the third lap the stage was set for a thrilling finish as Feist outjumped Witmer to claim second and immediately closed on Baker's Honda.

For the next two laps Baker and Feist pulled from a tiring Witmer and the rest of the pack by slamming berms, leaping impossible lengths and attaining incredible speeds. Baker finally gave Feist an inside at the most technical section that allowed Feist the door he was looking for. When the door opened, Feist shot through to claim the lead. Baker tried to repass Feist but started fading on the white-flag lap as Feist continued his blitz to claim the win.

Results

AUTO (4-6): 1. R. Davis; 2. N. Kersey; 3. A. Caudill; 4. T. Hall.
AUTO (7-8)1. B. Ross; 2. M. Boreill; 3. T. Lock.
60: 1. B. Cross; 2. C. Scott; 3. J. Craigo; 4. S. Savage.
80 JR: 1. N. Vargo; 2. A. Yoder; 3. B. Jones; 4. D. Kelly; 5. K. Bowen.
80 SR: 1. S. Graves; 2. S. Turley; 3. D. Becklehimer.
125 A: 1. C. Feist; 2. J. Wagner; 3. S. Rourke.
125 B: 1. J. Kuhn; 2. N. Jones; 3. E. Gardner.
125 C: 1. S. Leeman; 2. J. Jones; 3. J. Gribben; 4. K. Mosier.
250 A: 1. D. Baker; 2. J. Boyd; 3. R. Farmer.
250 B: 1. J. Gayheart; 2. D. Downs; 3. S. Felix.
250 C: 1. T. Bundy; 2. S. Rogers; 3. S. Geller.
12-16: 1. J. Kuhn; 2. A. Sanders; 3. R. Turley.
16-24: 1. N. Jones.
26+ A: 1. C. Feist; 2. D. Baker; 3. L. Witmer; 4. M. Haley.
30+ A: 1. C. Feist; 2. L. Witmer; 3. M. Haley; 4. J. Heaston.
30+ B: 1. T. Jones; 2. S. Rogers; 3. G. Newman.
40+ 1. M. Horne; 2. B. Redhard; 3. D. Whitaker.

Davis digs deep at Quail MX

By Tony Alessi

GORMAN, CA, OCT. 15

Eddie Davis prevailed in the Vet Expert class after two hard-fought moto battles with Darren Elliott during round two of the SSC/Pit Pro Factory Sponsor Series at the Quail Valley OHV area.

Elliott pulled the ultimate holeshot during the first moto while heavy favorite Davis was buried in the pack. Davis carved through the field and eventually moved into second, but to his dismay found himself nearly 10 seconds behind Elliott. Davis did chip away at Elliott's lead during the remaining laps, but in the end the distance was too great and Elliott posted the win.

The second moto saw a repeat holeshot by Elliott, who was riding his Pit Pro-prepared Honda, but this time Davis was in the hunt, running a very close second. Davis stalked Elliott for five laps, then waited for Elliott to show signs of fatigue. By the start of lap six Elliott began to soften and this was Davis' cue.

Davis squared off a turn at the bottom of an off-camber downhill, then made the pass and pulled away for the moto and overall win. Elliott settled for second while Willie Phee and Randy Lewis rounded out the top four.

The Vet Novice class saw a double-moto cluster battle between Bob Bang, Rob Healy and Mike Little. Bang was the winner by virtue of his two moto wins while Little and Healy swapped the runner-up position. Clay Friedman, George Jimenez and Robert Von Schneidiau rounded out the top six.

Steven Price Jr. displayed raw courage in the first 80cc Beginner moto after he fell and pulled his arm out of the socket. Price was assisted by medical staff, then resumed the race to finish 10th. Price returned in the all-important second moto and posted the victory. His 10-1 finish left him third overall behind Chris Elliott's 2-3 and overall winner Andrew Turner's 1-2.

Results

50: 1. Jeff Alessi (LEM); 2. Matthew Labrador (Yam).

60 (0-8): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Brett Mountain (Kaw).

60 (9-11): 1. Matt Fligg (Kaw).

80 BEG: 1. Andrew Turner (Yam); 2. Chris Elliott (Yam); 3. Steven Price (Kaw); 4. Patrick Brown (Yam); 5. Flynt Cody (Kaw).

80 NOV: 1. Brady Lambert (Yam); 2. Blake Mitchell (Suz).

125 BEG: 1. Bob Hungerford (Yam); 2. Tim Rufi (Hon); 3. Mike Wilson (Suz); 4. James Griffin (Suz); 5. Brant Hill (Yam).

125 NOV: 1. Nick Scott (Suz); 2. Andrew Labradow (Hon); 3. George LaMonte (Suz); 4. Damon Bivens (Yam); 5. Collin Smith (Hon).

125 INT: 1. Pat Carson (Kaw); 2. Bobby Hall (Hon); 3. Josh Ahern (Hon); 4. Michael Collier (Kaw).

250 BEG: 1. Larry Wise (Yam); 2. Brian Smith (Hon); 3. Luke Dodson (Kaw); 4. Jeff Neal (Hon); 5. Angel Rodriguez (Hon).

250 NOV: 1. Brad Schultz (Yam); 2. Damon Bivens (Yam); 3. Michael Davis (Kaw); 4. Bo Leyva (Hon); 5. John Murray (Yam).

250 INT: 1. Shawn Davis (Hon); 2. John Rickel (Yam); 3. Bobby Hall (Hon); 4. Shaun Fortier (Yam); 5. Ryan Pursley (Yam).

500 INT: 1. Mike Maute (Kaw); 2. Quinn Cody (Kaw).

JR BEG: 1. Geno Carignan (Hon); 2. Marc Garza (Kaw); 3. John Collis (Suz).

JR NOV: 1. Rob Healy (Hon); 2. John Murray (Yam); 3. Nate Otto (Yam); 4. Brad Thorn (Yam); 5. William Schnedian (Yam).

VET BEG: 1. Mike McEwen (Suz); 2. Philip Kuth (Yam); 3. Bernard Ghahremani (Yam); 4. Michael Cardreis (Suz); 5. Edmond Youhanale (Yam).

VET NOV: 1. Robert Bang (Yam); 2. Rob Healy (Hon); 3. Mike Little (Suz); 4. Clay Friedmann (Hon); 5. George Jimenez (Kaw).

VET INT: 1. Joel Marriott (Yam); 2. James Coppedge (Yam); 3. Alan Lipsky (Kaw).

VET EX: 1. Eddie Davis (Yam); 2. Darren Elliott (Hon); 3. Willie Phee (Hon); 4. Randy Lewis (KTM).

Casillas cleans house at Barona Motocross

By Homer Eubanks

RAMONA, CA, OCT. 22

Once again, Jesus Casillas came out to Barona Oaks Raceway and swept the competition aside, winning all six of his motos while competing in the Junior Cycle (9-11) Stock, 80cc (9-11) Stock and Super Mini divisions.

Billy Laninovich was Casillas' biggest threat as Laninovich trailed in both the Super Mini motos. Travis Bemis managed second overall in the 80cc (9-11) Stock class after having a 3-2 day. Anthony Bruscella seemed to have recovered from his recent broken leg and managed a third behind Bemis with a 2-3 showing.

Bruscella was again third for the day in the Junior Cycle (9-11) class after producing second- and third-place finishes to Ryan Beat's 3-2. Cas Swift (fourth overall) appeared to be adapting quickly to the big track after being moved over from the small track because of an age ruling.

Don Connelly pulled out the Old Pharts A overall win after getting spanked by Steve Laninovich and Dan Walsh in the first moto. Connelly came back with a vengeance to dominate the second race. Walsh had a 2-3 day to earn second overall. Guy Shidner took both Old Pharts B moto wins to warrant the overall.

Michael Fox took home 125cc Novice honors after winning the first moto and placing second to Manny Arias in the following round. Arias' fifth-place finish in the first moto still earned him second for the day.

Results

INTRO TO MX: 1. Peter Scully (Yam); 2. Ryan Newman (Kaw); 3. Ash Hodges (Kaw); 4. Beau Bergman (Hon); 5. R.C. Coleman (Kaw).

P/W F/T: 1. Matthew English (Yam); 2. Alberto Yanez (Yam); 3. Anthony Castellano (KTM).

P/W (0-6) STK: 1. Chase Takacs (KTM); 2. Brian Hiner (KTM); 3. Candice Motshagen (KTM); 4. Kameron Scott (KTM); 5. Matt Rose (Yam).

P/W (7-8) STK: 1. Jake Bissonnette (KTM); 2. Chris Moore (LEM); 3. Adam Kircher (KTM); 4. Brad Masters (LEM); 5. Erik Speck (KTM).

P/W (0-6) MOD: 1. Kameron Scott (KTM).

JR CYCLE (0-8) BEG: 1. Tyler Keefe (Kaw); 2. Chris Moore (Kaw); 3. Rafael Tzaguirre (Kaw); 4. Anthony Charette (Kaw); 5. Chris Alekjsiejczyk (Kaw).

JR CYCLE (0-8) STK 1. Zac Wray (Kaw); 2. Brandon Hiner (Kaw).

JR CYCLE 9-11 STK: 1. Jesus Casillas (Kaw); 2. Ryan Beat (Kaw); 3. Anthony Bruscella (Kaw); 4. Cas Swift (Kaw); 5. Shaun Connelly (Kaw).

80 BEG: 1. Tim Armbrister (Kaw); 2. Charlie Graham (Kaw); 3. Les Johnson (Hon); 4. Dean Hollenbeck (Kaw).

80 9-11 STK: 1. Jesus Casillas (Yam); 2. Travis Bemis (Suz); 3. Anthony Bruscella (Suz); 4. Clint Pierce (Suz); 5. Shaun Connelly (Kaw).

80 NOV MOD: 1. John Hopkins (Kaw); 2. Matt Condon (Yam); 3. Sean Peer (Yam).

80 NOV STK: 1. Billy Laninovich (Yam); 2. Dusten Watson (Suz).

S/MINI: 1. Jesus Casillas (Yam); 2. Billy Laninovich (Yam); 3. Matt Condon (Yam); 4. Sean Peer (Yam); 5. Dusten Watson (Suz).

125 BEG: 1. Brandon Vielguth (Kaw); 2. Jon Meyers (Kaw); 3. Dru Blocker (Yam); 4. Charles Sheldon (Yam); 5. Zak Hulcer (Kaw).

125 (12-15): 1. Sean Clarke (Kaw); 2. Ron Loftin (Hon); 3. Justin Gutierrez (Hon); 4. Jon Meyers (Kaw); 5. Zak Hulcer (Kaw).

125 NOV STK: 1. Michael Fox (Kaw); 2. Manny Arias (Hon); 3. Steve Yurkovic (Kaw); 4. Justin Gutieerez (Hon); 5. Ron Loftin (Hon).

125 INT: 1. Wilson Nichols (Suz).

OLD PHARTS B: 1. Guy Shidner (Hon); 2. Randy Hollenbeck (Kaw); 3. Chuck Fox (Suz); 4. Dave Fava (Hon); 5. Jeff Pallulat (Yam).

OLD PHARTS A: 1. Don Connelly (Suz); 2. Dan Walsh (Hon); 3. Steve Laninovich (Suz); 4. Chris Swift (Hon); 5. Scott Richeson (Kaw).

250 BEG: 1. Chad Alasantro (Kaw); 2. Ryan Cumming (Hon); 3. Jason Bradford (Hon); 4. Mike Satterfield (Kaw); 5. Jim Sivecz (Kaw).

250 INT: 1. Daniel Nichols (Suz); 2. Shawn Ireland (Yam); 3. Aaron McDonough (Hon).

250 EX: 1. Rosendo Gonzalez (Hon).

Pingree, Johnson team up at LACR Motocross

By Tony Alessi

PALMDALE, CA, OCT. 22

Teammates David Pingree and Casey Johnson knocked out the competition in the 125cc Pro class with a potent 1-2 finish during round four of the GFI Fall Series at Los Angeles County Raceway.

The local racers came out in droves to challenge the establishing GFI Fall Series leaders, but in the end Pingree powered to the overall victory with Johnson posting the runner-up position in front of local sensation Casey Lytle.

"This is my home track, and I think if I can get out front I can ride the pace of the leader," said Lytle.

Lytle, a rising star who arrived at the track in an old white pickup truck and just enough money for entries, put it to the 24-rider field in the first 125cc Pro moto by pulling the holeshot and leading every lap of the race for the moto win.

"This kid has unbelievable talent," said former pro Russ Wageman. "He has made a lot of progress in a very short time."

Lytle's short career began as an 80cc Beginner in the winter of 1990 and has evolved over the past five years into 125cc Pro status.

Lytle sent a powerful message with his first-moto victory over Johnson, Pingree, Rusty Holland and Dustin Nelson that this rookie is destined for future stardom.

But the second moto saw the established pros take control after early leaders Nelson and Holland tangled and went down. From that point forward, the dynamic duo of Pingree and Johnson stole the show by racing unchallenged to finish in the top two spots. First-moto winner Lytle started well but could only muster a fifth-place finish at the checkered flag behind Dustin Nelson, Travis Preston, Casey Johnson and the overall winner Pingree.

The Mini racing saw some of the same intensity that was displayed by the Pro class.

Thirteen-year-old Jonathan Shimp was by far the most impressive Mini racer of the day, but a hard crash in the rockers during moto one and a broken shift lever during the final lap of moto two relegated this Mini sensation to a disappointing fifth for the day, behind Bryan McGavran, Sean Hamblin and overall winner Mike Young.

Results

50 F/T: 1. Randy Maldonado (Yam).

50 (4-6) STK: 1. Jeff Alessi (LEM); 2. Ryan McClintock (KTM); 3. Doug Carter (LEM); 4. Wesley Parrish (LEM); 5. Jonathan McCarthy (Yam).

50 (7-8) STK: 1. Sean McInroe (Yam); 2. Tylor Pineda (KTM); 3. Daniel Runyon (Yam).

50 OPEN: 1. Matt Lord (LEM); 2. Edward Neffing (LEM).

60 F/T: 1. Brent Harmon (Kaw).

60 BEG: 1. Caleb Gosselaar (Kaw); 2. Kevin Hunter (Kaw); 3. Jeff Alessi (Kaw); 4. Vincent Benavides (Kaw); 5. Adam Benavides (Kaw).

60 NOV: 1. Mike Alessi (Kaw); 2. Justin Munyon (Kaw); 3. Carlos Cyonzalez (Kaw); 4. Tommy Cochran (Kaw); 5. Tyson Davis (Kaw).

60 INT: 1. Josh Grant; 2. Jason Medina (Kaw); 3. Andy Pierce (Kaw).

60 OPEN: 1. Chris Nihan (Kaw).

80 F/T: 1. Jake Stavana (Suz); 2. Joey Bray (Kaw); 3. Brett Sinkovich (Kaw); 4. Brett Mountain (Suz).

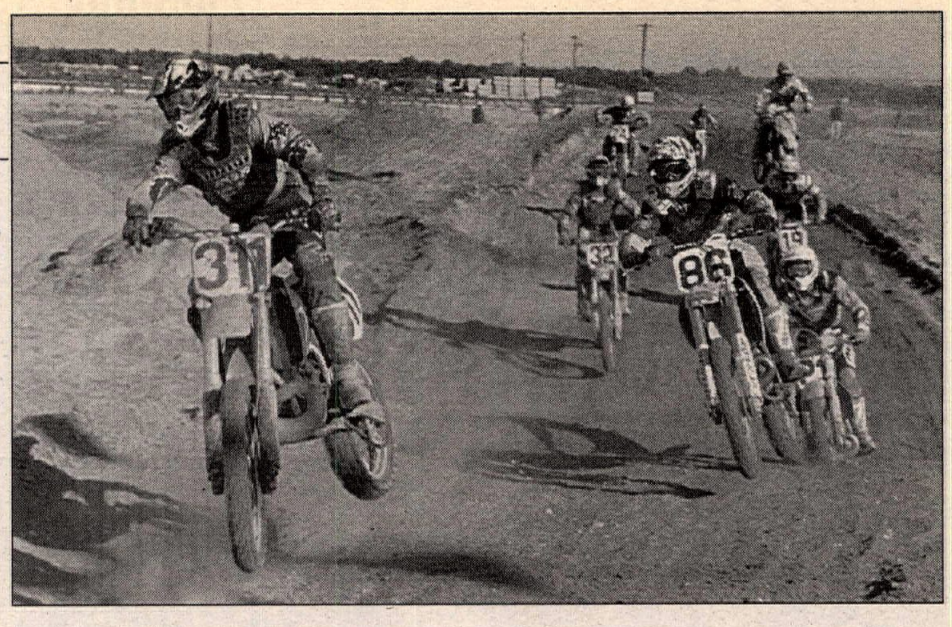
80 BEG: 1. J.J. Hall (Yam); 2. Todd Gosselaar (Kaw); 3. Chris Nihan (Yam); 4. Miguel Jauregui (Suz); 5. T.J. Berario (Hon).

80 NOV: 1. Devin Seeger (Yam); 2. Donnie Duffer (Suz); 3. Shawn Scott (Suz); 4. J.J. Bonanno (Yam); 5. Gerard Patin (Yam).

80 INT: 1. Dustin Ryley (Yam); 2. Dylan Lord (Hon); 3. David Boothe (Hon); 4. Chris Rogers (Suz).

80 OPEN: 1. Michael Young (Hon); 2. Sean Hamblin (Yam); 3. Bryan McGavran (Hon); 4. Christopher Gosselaar (Kaw); 5. Jonathan Shimp (Suz).

125 BEG: 1. Eddie Staab (Yam); 2. Jeff Eide (Yam); 3. Nick Waters (Suz); 4. Travis Turner (Kaw); 5. Art Salazar (Yam).



Bill Sauro (311) grabbed the early lead over Rusty Holland (86) and eventual winner Dustin Nelson (32) in the 250cc Pro class at Los Angeles County Raceway.

125 NOV: 1. Tommy Harrison (Suz); 2. Ito Posca (Kaw); 3. Jeremy Chaussee (Kaw); 4. Casey Gould (Hon); 5. Neil Alonzo (Kaw).

125 INT (D-1): 1. Doug Parsons (Suz); 2. Tim Beatty (Yam); 3. Josh Tarantino; 4. Jimmy Varis (Suz); 5. Chris Meitzel (Kaw).

125 INT (D-2): 1. Cliff Cook (Suz); 2. Mark Allen (Kaw); 3. Clint Shepard (Suz); 4. Brad Simcox (Kaw); 5. David Hughes (Suz).

125 PRO: 1. David Pingree (Kaw); 2. Casey Johnson (Kaw); 3. Casey Lytle (Hon); 4. Travis Preston (Suz); 5. Ty Kady (Suz).

250 BEG: 1. Jon Davidson (Kaw); 2. Tim Konkol (Yam); 4. Rusty Setser (Suz); 5. Brian Root (Yam).

250 NOV: 1. Brad Schultz (Yam); 2. Colby Begin (Kaw); 3. John Phillips (Yam); 4. Brian Feffell (Suz); 5. Gary Thompson (Hon).

250 INT: 1. Jerry Aleman (Yam); 2. Darrin Hoer (Suz); 3. Michael Becke (Yam); 4. Keny Terracciano (Hon); 5. Ron Gilbert (Hon).

250 PRO: 1. Dustin Nelson (Kaw); 2. Don Upton (Hon); 3. Travis Preston (Suz); 4. Casey Lytle (Hon); 5. Rusty Holland (Suz).

500 BEG: 1. Ken Varney (Hon).

500 PRO: 1. Tery Fowler (Hon); 2. Willy Musgrave (Hon); 3. Jon Nelson (Hon); 4. Pete Murray; 5. Gary Doggett (Hon).

25+ BEG: 1. Brian Root (Yam); 2. Tim Konkol (Yam); 3. Justin Leeds (Hon); 4. Rich Rungaitis (Suz); 5. Geno Carignan (Hon).

25+ NOV: 1. Chuck Kober (Suz); 2. Jery Jetton (Suz); 3. Jay Pavlovec (Yam); 4. Jamie Young (Yam); 5. Greg Pierce (Yam).

25+ INT: 1. Michael Becke (Yam); 2. David McCown (Hon); 3. Joe Merriam (Hon); 4. Charlie Flippen (Suz); 5. Brad Simcox (Kaw).

25+ EX: 1. Tim Telford (Yam); 2. Darrin Hoeft (Suz); 3. Ron Gilbert (Hon); 4. Kenny Clifton (Hon); 5. Jon Zahrt (Yam).

30+ BEG: 1. Johnny Piper (Suz); 2. Miguel Santos (Yam); 3. Jay Cumbey (Hon); 4. Tim Williams (Kaw); 5. Mark Sinkovich.

30+ NOV: 1. Jerry Jetton (Suz); 2. Robert Bang (Yam); 3. Disrk Davidow (Kaw); 4. Jamie Young (Yam); 5. Jay Pavlocec (Yam).

30+ INT: 1. Joe Merriam (Hon); 2. Eric Casas (Yam); 3. Joel Harriott (Yatn); 4. Mark Brooks (Suz); 5. Derek Borg (Yam).

30+ PRO: 1. Terry Fowler; 2. Jon Zahrt (Yam); 3. Jon Nelson (Suz); 4. Pete Murray (Suz); 5. Willy Musgrave (Hon).

35+ NOV: 1. Robert Bang (Yam); 2. Willy Haney (Suz); 3. Greg McCarthy (Hon); 4. Mark Neal (Yam); 5. Greg Pagan (Yam).

35+ INT: 1. Mark Brooks (Suz); 2. Joel Marriott (Yam); 3. Daniel Scharf (Kaw); 4. Davie Simon (Kaw); 5. James Coppedge (Yam).

40+ NOV: 1. Peter Terracciano (Kaw); 2. Greg Williams (Hon).

40+ INT: 1. W.G. Wilson (Suz); 2. J.J. Davis (Suz); 3. Dan McClintock (Yam); 4. Danny Smith (Hon); 5. Wayne Carey (Hon).

40+ EX: 1. Mark Brooks (Suz); 2. Mike Webb (Suz); 3. Mark Anderson (Kaw); 4. Randy Minter (Kaw); 5. Carl Crazafy (Hon).

Futral for real at Jolly Roger Motocross

By Mickey Locke

KENT, WA, OCT. 15

Travis Gage was one of the series points leaders who showed up to claim their championships during the final round of the Washington State Championship Series at the Jolly Roger Motocross Park.

The first 125cc Intermediate-class moto saw Randy Futral out of the gate first, followed by Ryan Sweet, Trevor Deyo and Gage. In the first lap Deyo attempted an inside pass on Sweet and washed out in the corner, leaving Gage to pursue Sweet. With Futral comfortably out in front, Sweet and Gage battled bar-to-bar until Gage finally prevailed on the downhill. Gage charged Futral's lead into the whoops only to have Futral go down, leaving him to lead Sweet, Jeremy Welcome, Patrick Henry and Ryan Miskall to the top five positions at the finish.

In the second moto, class points leader Trevor Deyo came out of the hole second to Patrick Henry's lead. Emerging from the back side of the truck, Deyo prevailed in the long downhill section to sweep into his customary first-place spot. Meanwhile, third-placed Gage set his sights on Henry and fifth-placed Randy Futral made his move to pass Ryan Sweet and take over fourth. On the second lap, Deyo maintained his lead, followed by Gage in second, and Henry, Futral and Sweet rounding out the top five. While Futral passed Henry on the back side, Gage pushed Deyo into an ever-widening lead ahead of the rest of the pack.

During the last lap, Deyo went off the track on a set of doubles in the back, allowing Gage, Futral, and Henry to sweep by. Coming back on the track in fourth place in the middle of the last lap, Deyo only had time to pass Henry and finish third behind Gage and Futral. Gage's 5-2 score locked the overall win for the day and was the icing on the cake of his Washington State Championship.

Results

50 NONCON: 1. Kyle Babcock (KTM): Tyson Jansen (Yam); 3. Brittannia James (Yam); 4. J.R. Cook (Yam).

50 (4-6): 1. Joey Arguello (KTM): 2. Jake Kapostins (LEM); 3. Chad Barber (KTM); 4. Mac James (Yam); 5. Ethan Livernasti (KTM).

50 (7-8): 1. Kevin Urquhart (LEM); 2. Tanya Taylor (KTM); 3. Kristine Wright (KTM); 4. Josh Frederickson (Yam); 5. Casey Miller (KTM).

60 (4-8): 1. Colton Fasciotti (Kaw); 2. Shon Wilson (Kaw): 3. Nick Gilbertson (Kaw); 4. Sean Murphy (Kaw); 5. Brock Morehead (Kaw).

60 (9-11): 1. K.C. Chilberg (Kaw); 2. Joshua Eyler (Kaw); 3. Phil Ehnat (Kaw); 4. Derrick Sas (Kaw).

60 GP: 1. K.C. Chilberg (Kaw); 2. Shon Wilson (Kaw); 3. Justin Anderson (Kaw);

80 BEG: 1. Ryan Mayer (Yam); 2. Jacob Holden (Yam); 3. David Frasier (Yam); 4. Jesse Meiers (Hon); 5. Dustin Limberness (Hon).

80 (7-11): Shane Kelley (Yam); 2. Paul Mattoon (Kaw); Travis Taylor (Hon); 4. J.J. Pecsok (Yam); 5. Shane Harrison (Yam).

12-15: 1. Keith Ford (Kaw); 2. Ronnie Peterson (Kaw); 3. Dustin White (Kaw); 4. George Reynolds; 5. Nathan McDonald.

S/MINI: 1. Nathan McDonald (Kaw); 2. Keith Ford (Kaw); 3. Ronnie Peterson (Kaw); 4. Garrett Rupp (Kaw); 5. Jon Huber (Suz).

125 BEG: 1. Frank Swetz (Hon); 2. Kirk Favro (Suz); 3. Mike Hamilton (Yam); 4. Andy Smith (Kaw); 5. Jenny Pray (Yam).

125 JR: 1. Chris Church (Yam); 2. Jason Raines (Kaw); 3. Daniel Johnson (Suz); 4. Dan Stuppock (Hon); 5. Greg McFarland.

125 INT: 1. Travis Gage; 2. Ryan Sweet (Hon); 3. Patrick Henry (Kaw); 4. Trevir Deyo (Hon); 5. Ryan Miskell (Kaw).

250 BEG: 1. Joseph White (Suz); 2. Matthew Walker (Hon); 3. Jeremy Shaver (Hon); 4. Barry Mozes (Yam); 5. Chris Delaire (Hon).

250 JR: 1.Troy Douglass (Suz); 2. Tom Dodds (Yam); 3. Robert Davis Jr. (Kaw); 4. Kelly Ketrenos (Yam); 5. John Turok (Hon).

250 INT: 1. Jeremy Welcome (Hon); 2. Ryan Sweet (Hon); 3. David Thompson (Hon); 4. Darin Husily (Yam); 5. Aaron Davis (Kaw).

250 PRO: 1. Steve Bostick (Hon).

(0-25) BEG: 1. Frank Swetz (Hon); 2. Ryan Henans (Kaw); 3. Jeremy Shaver (Hon); 4. Ryan Hogenson (Kaw); 5. Josh Baily (Hon).

(0-25) SPTSMN: 1. Trevor Deyo (Hon); 2. Travis Gage (Suz); 3. Jeremy Clark (Hon); 4. Dan Johnson (Suz); 5. Patrick Henry (Kaw).

25+ BEG: 1. Arlyn Shadelman (Kaw); 2. Richard Wuensche (Kaw); 3. Chris Delaire (Hon).

25+ SPTSMN: 1. David Thompson (Hon); 2. Scott Schroeder (Kaw); 3. Bob Rice (Hon); 4. Robert Davis Jr. (Kaw); 5. Darren Rivers (Hon).

30+ BEG: 1. Richard Fisher (Hon); 2. Mike Law (Hon); 3. Michael Copeland (Suz); 4. Dennis Dryden (KTM); 5. Greg Reed (Hon).

30+ JR: 1. Mike Bosnick (Kaw); 2. George Reynolds (Hon); 3. Jim Kelly Ketrenos (Yam).

30+ INT: 1. Rod Cook (Hon).

40+ BEG: 1. Dan McCarthy (Hon).

40+ MSTR: 1. Mark Ennis (Hon).

OPEN BEG: 1. Chris Dickinsen (Hon); 2. Jeffrey Campbell (Hon).

40+ SPTSMN: 1. Robert White (KTM); 2. Wesley Hitchcock (Hon); 3. Brian Bertsch (Hon).

OPEN SPTSMN: 1. Rod Cook (Hon); 2. George Reynolds (Hon); 3. Edwin Saer (Hon).

WMN: 1. Darcy Patterson (Hon); 2. Jennifer Jordan (Suz); 3. Angie Crater (Hon); 4. Danielle Hale (Kaw); 5. Martha Wright (Suz).

Final Standings

50 (4-6): 1. Chad Barbey; 2. Jake Kapostins; 3. Mac James; 4. Cory Castle; 5. Jerad Barber.

50 (7-8): 1. Kevin Urquhart; 2. Tanya Taylor; 3. Kristine Wright.

50 NONCON: 1. Kyle Babcock; 2. Brittania James.

60 (0-8): 1. Nick Gilbertson; 2. Colton Facciotti; 3. Shon Wilson; 4. Brock Morehead.

60 (9-11): 1. Shane Kelley; 2. K.C. Chilberg; 3. Philip Ehnat; 4. Joshua Eyler; 5. Kenny Webster.

80 BEG: 1. David Frasier; 2. Jesse Meiers; 3. Ryan Ennis; 4. Nathan Halko; 5. James Macready.

80 (7-11): 1. Shane Kelley; 2. Travis Taylor; 3. Paul Mattoon; 4. Justin Anderson.

80 (12-16); 1. Keith Ford; 2. Nathan McDonald; 3. Ronnie Peterson; 4. Dustin White.

S/MINI: 1. Keith Ford; 2. Ronnie Peterson; 3. Nathan McDonald; 4. Shane Kelley; 5. Dustin White.

125 BEG: 1. Frank Swetz; 2. Kirk Favro; 3. Ryan Hogensson; 4. Kirk Delaurentis; 5. Andy Smith.

125 JR: 1. Jason Raines; 2. Daniel Johnson; 3. Emily Norton; 4. Dan Stippock; 5. Greg McFarland.

125 INT: 1. Trevor Deyo; 2. Mitchell Merrit; 3. Patrick Henry; 4. Bryon Kline; 5. Russell Chace.

125 PRO: 1. Brian Downing.

250 BEG: 1. Matthew Walker; 2. Dustin Halko; 3. Jeremy Shaver; 4. Joe White; 5. Barry Mozes.

250 JR: 1. Jason French; 2. Bob Rice; 3. Tom Dodds.

250 INT: 1. Mitchell Merrit.

250 PRO: 1. Brian Downing.

OPEN BEG: 1. Brian Bertsch.

OPEN SPTSMN: 1. Wayne Nyblom.

0-25 BEG: 1. Jeremy Shaver; 2. Frank Swetz; 3. Ryan Hemans; 4. Ryan Hogenson; 5. Jenny Pray.

0-25 SPTSMN: 1. Jerry Clark; 2. Daniel Johnson; 3. Patrick Henry.

0-25 BEG: 1. Arlyn Shardelman.

25+ SPTSMN: 1. Scott Schroeder; 2. Robert Davis; 3. Wayne Nyblom.

30+ BEG: 1. Dennis Dryden; 2. Richard Fisher; 3. Mike Law; 4. Marcus Hills; 5. Jerry Meiers.

30+ JR: 1. Mike Bosnick; 2. Bruce Bennett; 3. Manuel Delgado; 4. Carl Larson

30+ INT: 1. John Patterson.

40+ SPTSMN: 1. Robert White; 2. Ken Kirkpatrick.

40+ MSTR: 1. Mark Ennis.

WMN: 1. Darcy Patterson; 2. Emily Norton; 3. Danielle Hale.

25+ BEG: 1. Arlyn Shardelman.

25+ SPTSMN: 1. Scott Schroeder.

Justin Oakley scored a win at the French Cup Vintage/Beginner Trial.

Oakley vs. Oakley at Donner Trial

By Joann Galbreath

NORDEN, CA, OCT. 21

Fourteen-year-old Montesa rider Justin Oakley beat out Montesa rider Keith Oakley, who just happens to be his father, in the French Cup Vintage/Beginner Trial at Donner Ski Ranch. The trial was put on by Darrell Johnson.

Justin and Keith Oakley are used to riding against each other, but in a trial like this, every point counts and Justin was ahead of the game, beating Keith by six points. Before the trial they lowered the footpegs on Justin's bike. Obviously it helped him.

"Hopefully he's on a long road of winning," said Keith Oakley.

Winning the event put Justin Oakley in first place for the year-end points standings.

In the Modern Classic Intermediate class it was close, with only one point between the first three positions. Tom Rawson was on top, tallying only three points for the day. Close behind were Ben Mies and Shawn Frailing, each with four points. The riders finished in a tie, so a ride-off was held at the day's hardest section, section seven. Riding the most difficult line to break the tie, the two friends rode very well, with Freiting taking home second place.

The constant battle in the Modern Bike Advanced class continues with Harold Eigenman blowing away his competition by 18 points.

This trial was held in the memory of the late Ken Marecak, who died in August.

Results

PREM L/W ADV: 1. Jimmy Johnson (Tri).

PREM L/W INT: 1. Jimmy Borland (Tri).

MDRN CLSSC ADV: 1. Tom Rawson (Bul); 2. Shawn Frailing (Yam); 3. Ben Mies (Kaw); 4. Michael Young (Bul); 5. Jim Zopfi (Yam).

MDRN CLSSC MSTR: 1. Bill Scarlett (Bul).

MDRN CLSSC INT: 1. Vern Crawford; 2. Robert Klos (Bul); 3. Jared Gunn (Yam); 4. Daniel Lancaster (Bul).

MDRN BK ADV: 1. Harold Eigenman (G-G); 2. Philippe Geslin (Mon); 3. Allen Rudolph.

MDRN BK INT: 1. Bret Lancaster (Apr); 2. Joann Galbreath (Apr).

JR ADV: 1. Andy Johnson (Hon); 2. Greg Erwin (Yam).

JR MSTR: 1. Robby Rasmussen (Fan).

Reynolds jacks 'em at Great Pumpkin Cup Trial

By Donn Maeda

McCAIN VALLEY, CA, OCT. 29

A full field of Intermediate B-class riders showed up to test themselves at the San Diego Trials Riders-promoted Great Pumpkin Cup Trial, held in the Lark Canyon Area of McCain Valley, and it was Axo Sport/Renthal/Bultaco Parts Obsolete-sponsored Kevin Reynolds who rose above the rest. Reynolds, who competes aboard a Gas Gas JT25, scored the win with 14 points to spare over runner-up Gary Oborn.

Reynolds took control of the lead from the get-go, turning in a five-point first loop and at the same time garnering the class' low-loop score of the event. Oborn was second best with a 10, while Steven Beck was third with a 16. Reynolds' second loop wasn't as precise, but his nine-point lap was still head and shoulders above Oborn's 13. Eventual fourth-place finisher Martin Argo had a 17, and Sheldon Parker was close behind with an 18. On the third and final loop, Reynolds eased up a bit and gave up 10 points.

"My loops got worse and worse," admitted Reynolds. "On the third loop I was anxious to finish and start on the long drive home. I took some points in sections that I cleaned the first two times, simply because I was too hurried."

Still, Reynolds' 24-point total was enough to score an easy win over Oborn, who had a 15-point final loop. Beck had a great final loop, turning in a seven-point card and nabbing third overall.

In the Sportsman A division, Jim Laudeman had a flawless afternoon and turned in three perfect loop cards. Laudeman cleaned all 10 sections three times in a row. James Smith did his best, but couldn't match Laudeman's perfect scores. Smith had two-, two- and one-point loops for a five-point total. Third went to Jonathan Graham, who dabbed 15 times.

Montesa Cota-mounted Kent Graham topped the highly competitive Advanced A class, beating out Oli Thordarson, Jim Collins, Brian Longbons and former Bicycle Trials National Champion Kevin Norton by the slimmest margins. As usual, young upstart Steve Varnell did the business in the Advanced B class, dropping only four more points than A-class winner Graham. Lee Pennington and Steve's father, Larry Varnell, rounded out the top three.

Results

OPEN: 1. David Rector (72 points/11 cleans).

NOV A: 1. Art Hall (13 points/21 cleans); 2. Al Nourian (33/18); 3. Dennis Reamer (53/13).

NOV B: 1. Spencer Johnson (10 points/23 cleans); 2. Lea Richardson (47/12).

SPTSMN A: 1. Jim Laudeman (0 points/30 cleans); 2. James Smith (5/26); 3. Jonathan Graham (15/23); 4. Rick Tenebroek (16/24).

SPTSMN B: 1. Ed Lowenberg (15 points/23 cleans); 2. Todd Moore (19/19); 3. Larre Butterfield (20/16); 4. Gerald Biggers (23/18); 5. Mark Gravitt (24/22).

SPTSMN C: 1. John Collins (15 points/22 cleans); 2. Allan Ralls (17/21); 3. Richard Zinsmann (27/21); 4. Doug Fulton (35/16); 5. Becky Carranza (40/12).

INT A: 1. Brad McClellan (12 points/26 cleans); 2. Dennis Thompson (13/23); 3. Art Webster (12/23); 4. Ken Melody (16/22); 6. Donn Maeda (29/16).

INT B: 1. Kevin Reynolds (24 points/16 cleans); 2. Gary Oborn (38/12); 3. Steve Beck (49/10); 4. Martin Argo (51/10); 5. Sheldon Parker (64/9); 6. Don Williams (65/7).

ADV A: 1. Kent Graham (22 points/19 cleans); 2. Oli Thordarson (23/20); 3. Jim Collins (25/23); 4. Brian Longbons (26/20); 5. Kevin Norton (27/22).

ADV B: 1. Steve Varnell (26 points/20 cleans); 2. Lee Pennington (39/16); 3. Larry Varnell (42/9); 4. Wayne Myers (58/11); 5. Charlie Rowlett (60/12).

EXP: 1. Jared Malmquist (58 points/13 cleans); 2. Jordi Tarres (59/12).

Rytter romps Dealer Challenge Motocross

By Joan Tiearney

CARSON CITY, NV, SEPT. 24

Kyle Rytter took the overall win in the Northern Nevada Dealer Challenge sponsored by On Trac Events over Big Valley Honda's Nick Jarret during round two of the annual series at Silver State Raceway.

In moto one, Nick Jarret pulled his usual holeshot, leading the miniature field of green. Rytter and Jimmy Hazel rounded top three while Jerome Kleames and Ricky Hoskin ran fourth and fifth. Out front, Jarret could do no wrong, railing his fine-tuned Kawasaki with only a mild threat from Rytter. Hazel remained in third most of the moto with Kleames holding down fourth. Jarret took the moto win. Rytter finished second a few bike lengths back while third went to Hazel.

Jarret again holeshot in moto two ahead of Rytter, Kleames, Hoskin and newcomer Tony Levezzo. The pack of 60cc machines had a fierce battle going for the lead, especially between Jarret and Rytter who were out front by now and leaving a substantial gap. There was no question Rytter wanted to win as he continued to pressure Jarret in the turns. When the white flag flew, Rytter made a pass on Jarret to take the checkered and the points went to Rytter's dealer/sponsor, Thin Air Motorsports. Jarret finished second. Kleames took third overall, Hoskin finished fourth, and fifth overall was Jimmy Hazel.

Results

P/W 50: 1. Ryan Ferris (Yam); 2. Norma Jean Jean (Yam); 3. Joel Grosskopf (Suz); 4. Kyle Stamback (KTM); 5. Wayne Appleton (Suz).

60: 1. Kyle Rytter (Kaw); 2. Nick Jarret (Kaw); 3. Jerone Kleames (Kaw); 4. Ricky Hoskin (Kaw); 5. Jimmy Hazel (Kaw).

80 BEG: 1. Tommy Jones (Kaw); 2. Josh Rytter (Kaw); 3. Rocky Audenreid (Kaw); 4. Zack Linde (Hon); 5. Jacob Ford (Suz).

80 JR: 1. Bobby Beaupré (Suz); 2. Alex Kaassebaum (Kaw); 3. Brian Foster (Hon); 4. Anthony Bailey (Suz); 5. Ryan Hansen (Suz).

80 INT: 1. Mike Mason (Suz); 2. Nathan Tiearney (Suz); 3. Matt Knesek (Hon); 4. Freddy Wiechers (Hon); 5. Dustin Miller (Hon).

125 BEG: 1. Tyler Crawford (Suz); 2. Ryan Leyba (Hon); 3. Alex Kassebaum (Kaw); 4. Wes Cohelan (Suz); 5. Matt Williams (Suz).

125 JR: 1. Dale Lundeen (Hon); 2. Steve Marty (Hon); 3. Matt Buyten (Hon); 4. Frank Homen (Hon); 5. Aaron Presher (Suz).

125 INT: 1. John Depauw (Suz); 2. Adam Portue (Suz); 3. Chris Ponsock (Suz).

250 BEG: J. Martin Hokensen (Hon); 2. Terry Hampton (Hon); 3. Paul Hubbell (Hon); 4. Steve Gill (Hon); 5. Bryan Hammond (Kaw).

250 JR: 1. Richard Barker (Hon); 2. Layne Kolbet (Hon); 3. Dana Belton (Hon); 4. Jay England (Kaw); 5. Tom Lynn (Suz).

250 INT: 1. John Depauw (Suz); 2. Ray Mashall (Yam); 3. Mike Slipcevich (Hon); 4. Jon Varner (Hon); 5. Wyatt Whitten (Suz).

250 PRO: 1. Shane Esposito (Suz); 2. Scott Stillmock (Hon); 3. John Leddy (Kaw); 4. Kenny Lash (Hon).

OPEN (0-8): 1. Justin Scullen (Suz); 2. Dale Lundeen (Hon); 3. Matt Buyten (Hon); 4. Dustin Miller (Hon); 5. Nathan Tiearney (Suz).

OPEN (17+): 1. Shane Esposito (Suz); 2. John Leddy (Kaw); 3. Tom Lynn (Suz); 4. Richard Barker (Hon); 5. Jim Fry (Hon).

VET JR: 1. Curtis Weethee (Kaw); 2. Marty Kennedy (Kaw); 3. John Dirickson (Hon); 4. Brian Estherly (Yam); 5. Micah Kennedy (Kaw).

VET INT 1. Randy Appleton (Suz); 2. Don Harley (Hon).

VET PRO: 1. Rob Hansen (Suz); 2. Rich Thorwaldson (Hon); 3. Jim Fry (Hon); 4. Steve Vogel (Hon); 5. Eric Schacht (Yam).

O/T A: 1. Rich Thorwaldson (Hon); 2. Rob Hansen (Suz); 3. Pete Vandenberg (Hon); 4. Robert Cohelan (Yam).

O/T B:1. Scott Sutter (Hon); 2. Mountain Man Canton (Hon); Chuck Hanks (Kaw).

Smith, Venezia hot at Holeshot Motocross

By Mark Kromer

LINESVILLE, PA, OCT. 21

The racing action was fast and fierce on the cold and muddy night of October 21, the season finale at Pymatuming Holeshot Raceway, as rival competitors Scott Smith and Michael Venezia waged war in the Extra Bike and the Over 25/250cc B combined classes.

Moto one of Extra Bike was won by Venezia, who led the race wire-to-wire with Smith lurking closely behind. Following Smith were Chris Horvath, Shawn Leddon, and Jay Weeston in that order.

The second moto once again saw the holeshot go to Venezia. Smith, wasting no time, charged out of the pack, setting his sights on Venezia, who had secured a small lead. The marginal gap quickly disintegrated as Smith was able to up the ante and reel in Venezia. With both racers evenly matched, the outcome was uncertain at best, and the win could have gone to either rider. Eventually Smith unsuccessfully forced the issue and wound up laying in a slick and rutted turn with Venezia standing with a stalled bike. After both riders recovered, it was Venezia who held on for the win, leaving Smith to persistently pursue second, passing five riders.

Smith and Venezia would face off once again. Though racing in different classes, they approached the Over 25/250cc B Combined race as they would a single class. It was Venezia who rounded the first turn and led the remainder of the pack. The reign was quickly overthrown as Smith, a 250cc B rider outjumped Venezia and assumed the lead, where he would remain despite Venezia's determined efforts.

Venezia suffered a downfall in moto two, as he fell victim to the muddy track conditions. Smith then ran an uncontested race, as the mud-soaked Venezia was unable to regain composure and attempt a comeback.

Results

P/W (4-6): 1. Dustin Sefton (Yam); 2. Adam Ward (Yam); 3. Kenny Henry (Yam); 4. Aaron Maxwell (KTM); 5. Jeremi Huff (Suz).

P/W (7-8): 1. George Baker III (Cob).

60: 1. David Maxwell III (Kaw); 2. George Baker III (Kaw); 3. Gary Cottrell (Kaw); 4. Nick Samuels (Kaw); 5. Alex Hallman (Kaw).

JR MINI: 1. Chris Smith (Hon); 2. David Maxwell (Suz); 3. Jimmy Steklhehich (Hon); 4. Joe McKenney (Yam); 5. Brian French (Kaw).

SR MINI: 1. Brooks Rossman (Kaw); 2. Matt Delpropist (Kaw); 3. Jeremy Hunkus (Kaw); 4. Nick Papillon (Hon); 5: James Morian (Kaw).

S/MINI: 1. Brooks Rossman (Kaw); 2. Jeremy Beals (Kaw); 3. James Morian (Kaw); 4. Matt Delpropist (Kaw); 5. Nick Papillon (Hon).

125 SCHBY: 1. Ean Eichler (Hon); 2. B.J. Dyke (Yam); 3. Chris Matenry (Suz); 4. Aaron Smith (Hon); 5. Kevin Saeler (Suz).

25+: 1. Mark Bloom (Hon); 2. Michael Venezia (Hon); 3. Ken Hunkus (Kaw); 4. Douglas Irwin (Hon).

SR D-1: 1. Dan Morgan (KTM); 2. Mark Torres (Yam); 3. Mark Sedler (Hon).

SR D-2: 1. Rick Penovich (Hon); 2. George Lillie (ATK); 3. Randy Weeston (Hon); 4. Ervin Bays (Hon).

SR D-3: Lucky Vines (Hon).

BMBR: 1. Jeff Gack (C-A); 2. Joe Woycheck (Hon).

125 C: 1. Russ Chesbro (Hon); 2. Ron Grant (Suz); 3. Dave Maras (Suz); 4. Kurt Heinsberg (Hon); 5. Chris Ferguson (Suz).

125 B: 1. Rick Lillie (Suz); 2. J. Weeston (Hon).

125 A: 1. Mike Pinchak (Suz).

250 C: 1. Mike Wagner (Yam); 2. Milford Artman (Hon); 3. Terry Prindle (Kaw); 4. Buzzy Buzz (Yam); 5. Preston Ross (Yam).

250 B: 1. Scott Smith (Hon); 2. Shawn Leddon (Suz); 3. J. Weeston (Hon).

250 A: 1. Dennis Kenemuth (KTM).

EXTRA BK: 1. Michael Venezia (Hon); 2. Scott Smith (Hon); 3. Chris Horvath (Hon); 4. J. Weeston (Hon); 5. Kurt Heinsberg (Hon).

OPEN B/C: 1. Neal Davis (Hon); 2. Dan Morgan (KTM); 3. Sean Matasonski (KTM); 4. Mark Proper (KTM); 5. Darren Spence (Hon).

Rayborn rules Sears Point F-Pac

By Jackie Jouret

SONOMA, CA, OCT. 15

As it has for almost the entire season, everything went Cal Rayborn's way for the final round of the AFM's Braking Formula Pacific Challenge.

Cycle Gear-sponsored Rayborn won the race and succeeded in defending his number-one plate from the challenge of Rob Mesa. A fall at Thunderhill meant that Rayborn had to perform in the final round to prevent Mesa from capturing the crown by virtue of a string of steady second-place finishes. Perform he did, taking the lead on the first lap and blazing away from the rest of the field on his ZX-7R.

Mesa was off to a slow start on his FZR1000/OW01, and had to work his way clear of a hectic battle with RS250-mounted Joe Brett Williams and Jeff Leggitt before he could secure a clear second place from early runner-up Williams on an RC30. Leggitt himself was putting Williams under pressure for third, and looked set to take his first podium finish of the season until bike problems relegated him to fourth. Steve Rapp took fifth on his GSX-R1100 ahead of Brian Parriott's CBR600.

Parriott also put in a pair of superb rides in the 600cc classes, splitting wins with Tom Montano in Production and Superbike. In 600cc Superbike, Montano jumped out to an early lead, while Parriott headed a pack of six riders vying for the number-two spot. By the third lap, Parriott had left them behind and was right on Montana's tail. As the two riders worked their way through traffic, Montano seemed to gain an advantage, but Parriott came right back and finally took the lead with a pass on the brakes in turn 11. Montano grabbed it back on the next lap, but Parriott simply repeated the move and held on for the win. Todd Hoeft took third with a pass on Billy Vassiliou out of the chicane on the penultimate lap.

The 600cc Superbike race was the occasion of another Montano/Parriott duel. Erik Schnackenberg held the lead in the early going, until Montano sliced underneath him in the turn-seven hairpin. Parriott, meanwhile, was just getting by Ron Chiaratti Jr. for third, and couldn't pass Schnackenberg until the final lap. Parriott then gave chase to Montano, and the two riders exited the final turn side by side. At the checkered flag, it was Montano by less than a bike length over Parriott, with Schnackenberg third and Chiaratti fourth.

Donny Greene took the holeshot and managed to hold off Brian Mork for the win in 750cc Production. Mork passed several riders at once with an inside move in off-camber turn four, and proceeded to stalk Greene for seven laps, but was unable to pass him for the lead. Alvin Chin broke away from a pack of riders to take third in spectacular, elbow-scraping form.

Results

F-PAC: 1: Calvin Rayborn III (Kaw); 2. Robert Mesa (Yam); 3. Joe Brett Williams (Hon); 4. Jeff Leggitt (Hon); 5. Steve Rapp (Suz).

250 PROD: 1. Frank Mazur (Kaw); 2. Tom Dorsey (Kaw); 3. Scott West (Kaw); 4. Teffi Vogel (Kaw); 5. Sean Murphy (Kaw).

450 PROD: 1. David Colyer (Yam); 2. Dave Norgard (Yam); 3. David Wasson (Yam); 4. Ross Wells (Yam); 5. Mike Coakley (Yam).

600 PROD: 1. Tom Montano (Hon); 2. Brian Parriott (Hon); 3. Erik Schnackenberg (Hon); 4. Ron Chiaratti Jr. (Hon); 5. Russell Stopper (Hon).

750 PROD: 1. Don Greene (Yam); 2. Brian Mork (Suz); 3. Alvin Chin (Suz); 4. Paul Estremera (Kaw); 5. Lou Cobello (Suz).

OPEN PROD: 1. Gary Jaehne (Hon); 2. Derick Powell (Suz); 3. Myron Bigley (Hon); 4. Andrew Dale (Hon); 5. Doug Piper (Hon).

250 S/BK: 1. Ken Cohen (Yam); 2. Joe Carrillo Jr. (Yam); 3. Mike Carey (Yam); 4. Mark Anolik (Yam); 5. Scott Elledge (Yam).

450 S/BK: 1. David Colyer (Yam); 2. David Wasson (Yam); 3. Dave Norgard (Yam); 4. Mike Coakley (Yam); 5. Alan Kelso (Kaw).

600 S/BK: 1. Brian Parriott (Hon); 2. Tom Montano (Hon); 3. Todd Hoer (Hon); 4. Billy Vassiliou (Hon); 5. Ron Chiaratti Jr. (Hon).

750 S/BK: 1. Joe Brett Williams (Hon); 2. Chris Thorsen (Suz); 3. Tom Aquino (Suz); 4. Dan Thorsen (Suz); 5. Brian Mork (Suz).

OPEN S/BK: 1. Steve Rapp (Suz); 2. Doug DeRyke (Yam); 3. Chris Voelker Sr. (Hon); 4. Jim Fife (Suz); 5. Paul Orlandi (Duc).

500 TW: 1. Alan Kelso (Kaw); 2. Kevin Smith (Kaw); 3. Mark Hart (Kaw); 4. David Chowenhill (Kaw); 5. Brett Whitman (Kaw).

650 TW: 1. Dan Reeser (Hon); 2. James Lickwar (Hon); 3. Bill Brinkerhoff (Hon); 4. Jake Reeser (Hon); 5. Mark Nelson (Hon).

OPEN TW: 1. Paul Orlandi (Duc); 2. James Coda (Duc); 3. David Colbert 4. Dan Reeser (Hon); 5. Tom Terry (Duc).

F-SGL: 1. Bill Giltner (Spon); 2. Joe Abeyta (Yam); 3. Brian Brown (Spon); 4. Gerard Piazza (Yam); 5. Russ Meagher (Yam).

F-1: 1. Joe Brett Williams (Hon); 2. Chris Thorsen (Suz); 3. Billy Vassiliou (Hon); 4. Todd Hoeft (Hon); 5. Dan Thorsen (Suz).

F-2: 1. Jeff Leggitt (Hon); 2. Brian LeFevre (Yam); 3. Richard Snowden (Hon); 4. Michael Altamirano (Yam); 5. Mark Ingalls (Yam).

F-3: 1. Carlos Neves (Hon); 2. Rick Klein (Hon); 3. Mike Mondo (Hon); 4. David Pare (Hon); 5. Peter Femenia (Hon).

OPEN GP: 1. Robert Mesa (Yam); 2. Doug DeRyke (Yam); 3. Jim Fife (Suz); 4. Chris Voelker Sr. (Hon); 5. Mark Nelson (Hon).

VINT: 1. Dave Russell (BSA); 2. Craig Weeks (Yam); 3. Harold Parks (Duc); 4. Steve Van Horn (Hon); 5. Charles Sexton (Bul).

F-40: 1. Mark Ingalls (Yam); 2. Tom Aquino (Suz); 3. Paul Orlandi (Duc); 4. Bob Siebenhaar (Hon); 5. James Locke (Hon).

Toland terrorizes Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, OCT. 14-15

World Endurance Champion Doug Toland proved he can also win sprint races when he rode to victory in the Toyota Gold Cup Formula One race at the 10th round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Current F-1 points leader Curtis Adams was the fastest rider off the line followed by Dean Vincent and Toland. Down the back straight on the first lap, Toland moved around Vincent on his Scott Waters-prepared Ducati 955 to move into second. Entering the front straight to complete the first lap, Toland drafted and passed Adams but was pushed back when Adams closed the door on him in turn one. However, Toland would not be denied as he powered past Adams going into the next turn.

As the second lap came to a close, Paul Mumford established himself in second and began pacing Vincent. Several laps later, Mumford passed Vincent on the outside of turn eight, but Vincent had an obvious horsepower advantage as he moved back into third on the front straight.

The remainder of the race saw Mumford attempt to pass Vincent in the same turn-eight sweeper, but Vincent consistently regained third in the front straight. At the line it was Toland with the win followed by Adams second and Vincent third.

The Maxima Racing Oil/Tom Sera Racing Formula Two event turned into a race of attrition as several top competitors either crashed or had problems with their motorcycles.

Steve Teschke was fastest off the line but was quickly caught and passed by Kent Kunitsugu and Lance Holst. Kunitsugu then lost the front end on his motorcycle going into turn four, moving Holst into the lead.

Teschke was holding down second while Michael Montoya was now promoted to third. But the position of Kunitsugu and his crashed motorcycle in turn four caused WSMC officials to red-flag the race.

On the restart, Teschke repeated his excellent start off the line with Holst in second and Frank Aragaki in third. In the back straight, Holst and Tescke started dicing for the lead, which Holst controlled by the start of the second lap. A lap later, between turns two and three, Montoya passed both Aragaki and Teschke to take over second. On lap five, Tescke suddenly slowed coming out of turn five, allowing Brian Garbellini to take over third. Teschke pulled out of the race while Holst took the win followed by Montoya in second and Garbellini third.

Results

F-1: 1. Doug Toland (Duc); 2. Curtis Adams (Yam); 3. Dean Vincent (Yam); 4. Paul Mumford (Kaw); 5. Jeffrey Stern (Kaw).

F-2: 1. Lance Holst (Hon); 2. Michael Montoya (Yam); 3. Brian Garbellini (Yam); 4. Frank Aragaki (Yam); 5. Karl Lowry (Hon).

F-3: 1. Wesley Totsubo (Hon); 2. Joji Tokumoto (Hon); 3. Vicky Jackson-Bell (Hon); 4. Joel Hermoso (Yam); 5. Russell Tuck (Yam).

F-40: 1. John Hilton (Hon); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. Karl Lowry Sr. (Hon); 5. Charles Burnett (Hon).

500 S/STK: 1. Mark Stoner (Yam); 2. William Clarke (Hon); 3. Tim Ragan (Yam); 4. Alan Burtt (Kaw); 5. Reinaldo Ellin (Suz).

600 S/STK: 1. Kenny Canedo (Yam); 2. Karl Lowry (Hon); 3. Robert Fletcher (Hon); 4. Tokey Beck (Yam); 5. Stefan Johansson (Hon).

OPEN S/STK: 1. Curtis Adams (Yam); 2. Orlando Pablo (Suz); 3. Troy Maturo (Hon); 4. Brian Robinson (Yam); 5. Doug Harness (Suz).

550 S/BK: 1. Brian Bernard (Yam); 2. Phil Niblack (Yam); 3. Mark Stoner (Yam); 4. Vicky Jackson-Bell (Hon); 5. Stuart Knigge (Yam).

650 S/BK: 1. Lance Holst (Hon); 2. Steve Teschke (Hon); 3. Karl Lowry (Hon); 4. Kenny Canedo (Yam); 5. Robert Yampoisky (Hon).

750 S/BK: 1. Doug Toland (Duc); 2. Anthony Lupo (Yam); 3. Jerry Evans Jr. (Yam); 4. Mark Miller (Kaw); 5. Paul Mumford (Kaw).

OPEN S/BK: 1. Curtis Adams (Yam); 2. Lance Holst (Hon); 3. Dean Vincent (Yam); 4. John Hilton (Hon); 5. Rex Merritt (Hon).

500 MOD PROD: 1. Brian Bernard (Yam); 2. Mark Stoner (Yam); 3. LaVaughn Montgomery (Yam); 4. Tim Ragan (Yam); 5. Eric Ratza (Suz).

600 MOD PROD: 1. Lance Holst (Hon); 2. Robert Yampolsky (Hon); 3. Kenny Canedo (Yam); 4. David Campbell (Hon); 5. Tokey Beck (Yam).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Mark Miller (Kaw); 3. Ben Welch (Yam); 4. John Ferdinand (Kaw); 5. Mike Rosano (Suz).

OPEN MOD PROD: 1. Orlando Pablo (Suz); 2. Jeff Stern (Kaw); 3. Rex Merritt (Hon); 4. Brian Robinson (Yam); 5. Doug Harness (Suz).

BOTT L/W: 1. Michael Chandos (Yam); 2. Alan Burtt (Kaw); 3. Greg Talbot (Kaw); 4. Jerry Jirkovsky (Kaw); 5. Eric Ratza (Suz).

BOTT M/W: 1. Charles Burnett (Hon); 2. Brian Rochlitzer (Hon); 3. Mick Ofield (Duc); 4. Michael Dube (Hon); 5. Rick Pazen (Hon).

BOTT H/W: 1. Craig Cook (Duc); 3. Larry Schnur (Duc); 4. Jeff Pepiot (Duc); 5. John Bailey (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Mark Jarel (Hon); 3. Scott Fabbro (Hon); 4. Paul Peczon (Hon); 5. Stephen Lilliott (Hon).

600 SGL: 1. Kevin Johnson (W-R); 2. Stuart Knigge (Yam); 3. Steve Hill (Yam); 4. David DeLeon (Yam).

F-SGL: 1. Stuart Knigge (Yam); 2. Jim Kesler Jr. (W-R); 3. Steve Hill (Yam); 4. David DeLeon (Yam); 5. Kevin Johnson (W-R).

VINT: 1. Sean Robbins (Yam); 2. Craig Beecher (Yam); 3. Scott MacAdam (Kaw); 4. Dave Gardner (Yam); 5. Larry Cochran (Hon).

SDCAR: 1. Rick Murray (Kaw); 2. Peter Essaff (Kaw); 3. Edward Ramones (Hon); 4. Kenny Harrold (Kaw).

500 NOV: 1. Joseph Hammond (Yam); 2. Christine Demas (Yam); 3. James Hiller (Hon); 4. Jacques Lagourgue (Duc); 5. Mark Kruse (W-R).

650 NOV: 1. Scott Douglas (Hon); 2. Robert Keirstead (Hon); 3. Jacob West (Hon); 4. Bill Campbell (Hon); 5. Mauricio Hernandez (Hon).

OPEN NOV: 1. David Boultwood (Kaw); 2. Jonas Arroyo (Kaw); 3. Paul Darrah (Hon); 4. Tommy Quigley (Suz); 5. Jason Walker (Hon).

Minis reign at Seattle MX

By Mickey Locke

KENT, WA., OCT. 8

Mini riders showed up in force for round seven of the Washington State Championship Series at Seattle International Raceway on October 8.

Despite several days of rain leading into race day, and a muddy, "one-line" track, the half-sized racers put on a full-size show for fans who showed up to catch the action.

The 80cc Beginner class yielded a full gate of 28 riders and a very interesting start. Christopher Miller pulled the holeshot closely followed by a tight-knit group that included Ronald Marshall, Ryan Ennis, David Frasier and Jeff Williams. When Miller went down in the whoops he left the door open for a scramble that allowed Mike Aragon to sweep past them all and come into the next corner leading Ennis, Frasier, Marshall and Bobby Aragon.

Ennis passed Mike Aragon on the back side, which opened up the race to give series points leader Frasier an opportunity to apply some pressure on that first-place spot. With only a single line open to these smaller bikes, Frasier was left with only being able to tailgate Ennis until a miscalculation caused Ennis to go off the track in the doubles. Seizing his opportunity, Frasier sailed by Ennis to capture and keep the number-one spot.

The 80cc Beginner second-moto holeshot went to Jesse Meiers, who was followed by Mike Aragon and Ryan Mayer. Frasier found himself last off the line with plenty of work ahead of him.

By the end of the first half lap, he had managed to pass into midpack, and then picked off the leaders one at a time, before making a gutsy pass by Ennis in the whoops to took over fifth place. With Mike Aragon now leading, the race was between Meiers and Ryan Mayer, who made the charge and moved into second while Frasier charged in on Chad Potts and outjumped him in a set of doubles to capture fourth place. He then set his sights on third-place Meiers, who had gotten caught in lap traffic. With Mike Aragon leading Ennis, time ran out for Frasier to catch Meiers and he had to settle for a fourth-place moto win and a second overall.

Results

60 (4-8): 1. Colton Fasciotti (Kaw); 2. Nick Gilbertson (Kaw); 3. Shon Wilson (Kaw); 4. Todd Nelson (Kaw); 5. Nick Keiser (Kaw).

60 (9-11): 1. Shane Kelley (Kaw); 2. K.C. Chilberg (Kaw); 3. Paul Batterby (Kaw); 4. Kenny Webster (Kaw); 5. Ryan Abrigo (Kaw).

60 GP: 1. K.C. Chilberg (Kaw); 2. Nick Gilbertson (Kaw); 3. Shon Wilson (Kaw); 4. Colton Facciotti (Kaw); 5. Brock Morehead (Kaw).

80 BEG: 1. Mike Aragon (Yam); 2. David Frasier (Yam); 3. Ryan Meyer (Yam); 4. Ryan Ennis (Yam); 5. Jesse Meiers (Hon).

80 (7-11): 1. Shane Kelley (Yam); 2. Travis Taylor (Yam); 3. J.J. Pescok (Yam); 4. Paul Mattoon (Kaw); 5. Justin Anderson (Hon).

12-15: 1. Ben Hale (Yam); 2. Keith Ford (Kaw); 3. Nathan McDonald (Kaw); 4. Ronnie Peterson (Kaw); 5. Jason Wiersha (Yam).

S/MINI: 1. Garhett Carter (Kaw); 2. Keith Ford (Kaw); 3. Garrett Rupp (Kaw); 4. Ben Hale (Yam); 5. Ronnie Peterson (Kaw).

125 BEG: 1. Frank Swetz (Hon); 2. Ryan Hogenson (Kaw); 3. Josh Bailey (Hon); 4. John Robinson (Hon); 5. Kirk Favro (Suz).

125 JR: 1. Jason Raines (Kaw); 2. Daniel Johnson (Suz); 3. Greg McFarland (Kaw); 4. Jason French (Hon); 5. Jason McPhillips (Hon).

125 INT: 1. Trevor Deyo (Hon); 2. Russell Chase (Suz); 3. Garhett Carter (Yam); 4. Jason Gravelle (Yam); 5. Bryon Kline (Hon).

125 PRO: 1. Lance Smail (Hon); 2. Shawn Waring (Kaw); 3. Brian Downing (Yam); 4. Daniel Tuengel (Hon); 5. Joe Arnott (Hon).

250 JR: 1. Jason French (Hon); 2. Rusty Gill (Hon); 3. Jeff Holland (Kaw); 4. Rolland Keller (Kaw); 5. Robert Davis Jr. (Kaw).

250 INT: 1. Ryan Sweet (Hon); 2. Scott Schroeder (Kaw); 3. Aaron Davis (Kaw); 4. Ryan Henderson (Hon); 5. Jeremy Kirk (Hon).

250 PRO: 1. Brian Downing (Yam); 2. Joe Arnott.

25+ BEG: 1. Frank Swetz (Hon); 2. Ryan Henans (Kaw); 3. Jeremy Shaver (Hon); 4. Matthew Walker (Hon); 5. Josh Baily (Hon).

25+ SPTSMN: 1. Jeremy Clark (Hon); 2. Daniel Johnson (Suz); 3. Jason Gravelle (Yam); 4. Ryan Jackson (Hon); 5. Russell Chase (Suz).

25+ BEG: 1. Arlyn Shadelman (Kaw); 2. Christopher Delaire (Hon); 3. Korey Jones (Yam); 4. Peter Brunner (Yam); 5. John Depesquale (Hon).

25+ SPTSMN: 1. Scott Schroeder (Kaw); 2. Wayne Nyblom (Hon); 3. Robert Davis Jr. (Kaw).

30+ BEG: 1. Mike Law (Hon); 2. Richard Fisher (Hon); 3. Dennis Dryden (KTM); 4. Greg Reed (Hon); 5. Marc Hills (Hon).

30+ JR: 1. Bruce Bennett (Suz); 2. Mike Bosnick (Kaw); 3. Manuel Delgado (Hon); 4. Rusty Whipple (Kaw); 5. Fred Beaver (Kaw).

30+ INT: 1. John Patterson (Hon); 2. Jon Marshall (Hon); 3. Bill Abrizio (Suz).

40+ BEG: 1. Dan Hodson (Kaw).

40+ SPTSMN: 1. Robert White (KTM).

40+ MSTR: 1. Mark Ennis (Hon).

OPEN SPTSMN: 1. Wayne Nyblom (Hon); 2. Jon Marshall (Hon); 3. Mike Mohrbacker (Yam).

WMN: 1. Emily Norton (Yam); 2. Darcy Patterson (Hon); 3. Tiffany Keiser (Suz); 4. Danielle Hale (Kaw).

Hughes sails at Dade City MX

By Kyle Myers

DADE CITY, FL, OCT. 15

Over 300 riders invaded Dade City Raceway for round four of the World Sports Gold Cup Series, where Kawasaki-mounted Jeff Willoh posted a 1-1 tally to score the overall win in the 40+ division.

Hughes led the field into turn one during the first 40+ moto with Tom McGee, Woody Strickland, Greg Bobka and Dennis Rososky following. McGee and Strickland fell in the second corner, and Ray Butler and Dave Ellis raced by them to take up the chase.

Hughes had a six-second lead on second place by the end of lap one. Butler and Ellis passed Roskosky in the sand section as Strickland worked his way up through the pack. Ellis then slipped by Bobka as the white flag came out. Ellis flew by Bobka on the tabletop to move into second but found a big gap between himself and Hughes, who crossed the finish line to take the moto win over Ellis and Bobka. Strickland finished fourth after passing Butler on the last lap.

Ellis rocketed out of the gate to start moto two with Hughes, Strickland, Bobka and Roskosky giving chase. Strickland and Hughes pulled away from the field to battle for the point position.

At the halfway mark, Ellis made a minor mistake, which was just enough to let Strickland and Hughes go by. Hughes rode in Strickland's wheel tracks and made his move on the final lap as the pair entered the back section of the course. When the front-runners reentered the top portion of the track, Hughes was in the lead with Strickland on his rear fender. Hughes held on for the win over Strickland. Ellis, Bobka and Tom Fogg rounded out the top five places.

Anthony Pocorobba won all six motos he entered to take wins in the 125 and 250cc A classes as well as the Pro class.

Results

P/W (4-6): 1. Ricky Renner (KTM); 2. Wang Hayes (Yam); 3. Ryan Fraser (KTM); 4. Dean Dyess (LEM); 5. Dan Weyer (KTM).

P/W (7-8): 1. Davi Millsaps (Cob); 2. Jeff Lucido (Cob); 3. Kyle Chislolm (Cob); 4. Briana Millsaps (Cob); 5. Mike Grass (KTM).

60: 1. Paul Perebijnos (Kaw); 2. Perry Kirton (Kaw); 3. Davi Millsaps (Kaw); 4. Bill Hewett (Kaw); 5. Barrett Smith (Kaw).

80 (7-11): 1. James Stewart (Kaw); 2. Chaz Northy (Suz); 3. Paul Perebijnos (Hon); 4. Don McGourty (Suz); 5. Shawn Mayo (Kaw).

80 (12-13): 1. Kyle Farnell (Yam); 2. Troy Adams (Suz); 3. Tyson Hadsell (Suz); 4. Ryan Davis (Kaw); 5. Josh Faustino (Suz).

80 (14-15): 1. August Lausberg (Kaw); 2. Andrei Boloni (Suz); 3. Mike Stevenson (Yam); 4. Jesse Adams (Suz); 5. Tyler Laird (Yam).

S/MINI: 1. August Lausberg (Kaw); 2. Kyle Farnell (Yam); 3. James Stewart (Kaw); 4. Jason Bell (Suz); 5. Tyson Hadsell (Suz).

TOYOTA GOLD CUP Motorcycle Road-Racing

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WSMC WILLOW SPRINGS MOTORCYCLE CLUB

Andrew Matusek (42) won the 50cc (7-9) class and then came back to win the 60cc (7-9) class at the Hillbilly Hills MX.

125 YTH: 1. Jason Thomas (Hon); 2. Darren McElhatten (Suz); 3. James Webb (Suz); 5. Dan Newberry (Hon); 5. Robert Stevenson (G-G).

16-24: 1. Todd Gardner (Hon); 2. Ronnie Renner (Yam); 3. Mark Garrison (Kaw); 4. Chris Manning (Suz); 5. Jason Fink (Hon).

125 C: 1. Jason Fink (Hon); 2. Jesse Fleming (Hon); 3. Chris Taylor (Hon); 4. Robert Stevenson (G-G); 5. Brent Butler (Suz).

125 B: 1. Jason Renner (Yam); 2. Lee Tatham (Suz); 3. J.D. Holmes (Yam).

125 A: 1. Anthony Pocorobba (Suz); 2. Jarrett Tipping (Suz); 3. John Fesler (Yam); 4. Jason Dodds (Yam); 5. James Joiner (Yam).

250 C: 1. Brent Butler (Hon); 2. Sheldon McVay (Kaw); 3. Kevin Bendle (Kaw); 4. Mike Delano (Kaw); 5. Pat Caiazza (Kaw).

250 B: 1. James McCormick (Suz); 2. Bryan Abel (Suz); 3. Steve Dumond (Yam); 4. Lee Tatham (Suz); 5. Brett Bohannon (Hon).

250 A: 1. Anthony Pocorobba (Suz); 2. Jarett Tipping (Suz); 3. Jason Dodds (Yam); 4. Jeff Lampe (Suz); 5. Todd Gardner (Hon).

PRO: 1. Anthony Pocorobba (Suz); 2. Jason Dodds (Yam); 3. John Fesler (Yam); 4. James Joiner (Yam); 5. Ken Tackett (Yam).

500 B/C: 1. Mark Bazinet (Kaw); 2. Scott Wood (Hon); 3. Roy Dean; 4. Frank Salter (Hon); 5. Joe DaCosta (Suz).

25+: 1. Brian Manley (Suz); 2. Jeff Lampe (Suz); 3. John Lundy (Suz); 4. Bryan Abel (Suz); 5. Mark Beamer (Suz).

30+: 1. Brian Manley (Yam); 2. Mark Beamer (Suz); 3. John Lundy (Suz); 4. Billy Wood (Yam); 5. Mark Bazinet (Kaw).

35+: 1. John Lundy (Suz); 2. Dell Miller (Kaw); 3. David Wagner (Yam); 4. Flipper Page (Yam); 5. Dean Dyess (Hon).

40+: 1. Jeff Hughes (Kaw); 2. Dave Ellis (Hon); 3. Woody Strickland (Yam); 4. Greg Bobka (Hon); 5. Dennis Rokosky (Suz).

50+: 1. John Logsdon (Hon); 2. Al Gardner (Hon); 3. Gerald Nuccio (Hon).

Graham storms Hillbilly Hills Motocross

By Gary Crider

ROBERTA, GA, OCT. 1

Hillbilly Hills MX played host to 374 entrants at round four of the AMA-sanctioned seventh annual Georgia Fall Championship MX Series, where Gary Graham overcame crashes to win the fierce 35+ division.

Benny Durrough holeshot the opening 35+ moto, but after one lap the Honda-mounted duo of Kevin Brulé and Graham had moved out front to battle for the lead. After swapping the position back and forth, Graham took command for the win over Brulé.

Moto two was a thriller as Reswell Racing backed Graham nailed the holeshot only to crash halfway through the first lap. Graham was up quickly, restarting in about 10th place. Graham passed several competitors before crashing into a downed machine - still on the first lap.

While Graham got going again, Brulé went by race leader Durrough and set sail. Graham, however, put on an unrelenting charge that saw him eventually go by Brulé on the last lap to win with a perfect score. Brulé netted second over Durrough.

The hotly contested 250cc B division saw Charley Keplinger come out on top of a three-way tie score, his 5-1 edging Tim Bruce's 4-2 and Eric Parham's 3-3 tally. Bruce returned to win the 25+ B/C class.

Cycle Specialties' Buck Schuler convincingly won the first 250cc C moto, but crashed into the DNF column in moto two. Jeff Killian rode on to win via his 2-1 score over Greg Mau.

Schuler had no better luck in 125cc C action where he won the opening moto only to be sidelined in the final when his Suzuki broke a chain. Michael Crawford took over to win the class ahead of Jack Gill. Greg Tysor won the second moto but a DNF in moto one kept him out of the top 10.

Shae Bentley was unbeatable in the Youth, 125cc B and Unlimited Amateur classes, winning all six motos. Andrew Matusek was likewise perfect in the 50cc (7-9) and 60cc (7-9) divisions.

Results

WMN: 1. Jessica Patterson (Kaw); 2. April Thomason (Suz); 3. Sonja Hamilton (Hon); 4. Audrey Dooley (Yam); 5. Dona Clover (Hon).

50 (4-6): 1. Daniel Lyautey (KTM); 2. Jase Lewis (Yam); 3. Daniel Luttrell (LEM); 4. Anthony Lamastro (KTM); 5. Dakota Beavers (KTM).

50 (7-9): 1. Andrew Matusek (LEM); 2. Kyle McKenzie (LEM); 3. Joshua Moritz (LEM); 4. Torre Streifthau (LEM); 5. Auston Albers (LEM).

60 (7-9): 1. Andrew Matusek (Kaw); 2. Luke Bunzendahl (Kaw); 3. Torre Streifthau (Kaw); 4. Kyle McKenzie (Kaw); 5. Joshua Davis (Kaw).

60 (10-11): 1. Wesley Segars (Kaw); 2. D.C. Thomason (Kaw); 3. Michael Dalton (Kaw); 4. James Clanton (Kaw); 5. Todd Allen (Kaw).

80 BEG: 1. Lee Smith (Hon); 2. Justin Muntz (Hon); 3. John Brown (Kaw); 4. Stephen Crowell (Hon); 5. Clay Carruth (Kaw).

JR MINI: 1. Dash Lyle (Kaw); 2. Michael Sisemore (Hon); 3. Shane Lusk (Suz); 4. Cody Watford (Suz); 5. Daniel Miller (Kaw).

80 (9-13): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Josh Whitmire (Yam); 4. Michael Sisemore (Hon); 5. Casey Bullington (Yam).

SR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Gordon Waggoner (Kaw); 4. Josh Whitmire (Yam); 5. Jon-Boy Monk (Hon).

YTH: 1. Shae Bentley (Kaw); 2. Aaron Lindsey (Kaw); 3. Matt Walker (Kaw); 4. Luke Montgomery (Suz); 5. Trey Boykin (Hon).

125 BEG: 1. Edward Peacock (Kaw); 2. Kevin Huffman (Hon); 3. Michael McCloud (Hon); 4. Dwayne Cox (Kaw); 5. Al Gray III (Hon).

250 BEG: 1. Van Anderson (Hon); 2. Zach Tatum (Yam); 3. John McCosh (Hon); 4. Shane Millsap (Suz); 5. Mark Brown (Hon).

125 C: 1. Michael Crawford (Yam); 2. Jack Gill (Hon); 3. Trey Powell (Hon); 4. Josh Knight (Suz); 5. Zenith Deuley (Suz).

250 C: 1. Jeff Killian (Hon); 2. Greg Mau (Suz); 3. Randy Westfall (Hon); 4. Al McEver (Hon); 5. Randy Osborn (Yam).

125 B: 1. Shae Bentley (Kaw); 2. Luke Montgomery (Suz); 3. Chad Anderson (Kaw); 4. Eric Parham (Hon); 5. Trey Boykin (Hon).

250 B: 1. Charley Keplinger (Hon); 2. Tim Bruce (Suz); 3. Eric Parham (Kaw); 4. Shane McElwaney (Hon); 5. Daniel Henderson (Kaw).

U/L AM: 1. Shae Bentley (Kaw); 2. Tim Bruce (Suz); 3. Charley Keplinger (Hon); 4. Mark Taylor (Kaw); 5. Zach Cummings (Yam).

25+ B/C: 1. Tim Bruce (Suz); 2. Al McEver (Hon); 3. Sam Kistler (Yam); 4. Paul Bellanca (Hon); 5. Rusty Roberts (Yam).

25+ A: 1. Mike Garret (Kaw); 2. Glenn Bates (Hon); 3. Davy Duprell (Kaw); 4. Jon Krieger (Kaw); 5. Steve Saunders (Hon).

30+: 1. Glenn Bates (Hon); 2. Logan Atkins (KTM); 3. Benny Durrough (KTM); 4. Vance Chase (Hon); 5. Andy Alexander (Hon).

35+: 1. Gary Graham (Hon); 2. Kevin Brulé (Hon); 3. Benny Durrough (KTM); 4. David Daniel (Hon); 5. Logan Atkins (KTM).

40+: 1. Kenny Hall (Hon); 2. Warner Wilbourn (Hon); 3. Billy Scoggins (Suz); 4. Larry Hamrick (Suz); 5. Randy Tomlinson (Hon).

125 A: 1. Matt Maximoff (Yam); 2. Sean Dukes (Hon); 3. Scott Pinson (Suz); 4. Christopher Bailey (Hon); 5. Dwayne Bone (Hon).

250 A: 1. Christopher Bailey (Hon); 2. Sean Dukes (Hon); 3. Scott Pinson (Suz); 4. Rod Stuckey (Hon); 5. Dwayne Bone (Hon).

Lodi TT draws a crowd

By Donna Hall

LODI, CA, OCT. 10

The pits at the Lodi Cycle Bowl swelled with some 180 riders who showed up to make for a very lengthy albeit very interesting program.

One of the largest classes to gather was the Knobby division. The long-absent and very talented Jerry Brandt showed up on his Yamaha to take the Knobby Expert-class win. Larry Andres won all the main events that he entered, including a wire-to-wire win in the Vet A class, but the Pro-Am Novice main-event field forced him to work for that win as he made some very clean passes to put himself in the lead by the checkered flag.

Chris Carr/Jorgy's of Stockton-backed Kenny Holland showed all of the boys in the 100cc B class what a cool head and no mistakes will get them. Kenny took the feature win wire-to-wire but had Aaron Cisco to contend with for all laps. Cisco was second, with David DeCamp third.

The Open Knobby Class was huge, with 12 riders vying for the overall win. A point of interest was the overall age spread, which ranged from 18-year-olds to 62-year-old Manny Simas. Simas took some soil samples and had to take a ride to see the local medical team but was later released. The win eventually went to Eric Niva, with Hurshel Myers second, and Jimmy Lewis on a 125cc Honda taking third.

Results

TT

PRO-AM EX: 1. Rob Damron (W-R); 2. Billy Luker (Rtx); 3. Greg Miller (Yam); 4. Billy Martin (Rtx); 5. Michelle DiSalvo (Rtx).

PRO-AM NOV: 1. Larry Andres (Rtx); 2. Justin Hermeskey (Rtx); 3. Garry Miller (Yam); 4. Levi German (Hon); 5. Sherman Lee (Rtx).

PRO-AM 250 EX: 1. Jeff Gabhart (Yam).

250 NOV: 1. Bob Marinelli (Yam); 2. Michael Kibby (Hon); 3. Billy Hiles (Yam); 4. Aaron Cisco (Kaw); 5. Franklin Carroll (Kaw).

OPEN A MNY: 1. Billy Martin (Rtx); 2. Levi German (Hon).

OPEN EX: 1. Rob Damron (W-R); 2. Kevin Bricker (Hon); 3. Jeff Gabhart (Yam); 4. Billy Luker (Rtx); 5. Justin Hermeskey (Rtx).

OPEN B: 1. Chris Marquis (Hon).

OPEN C: 1. Marty Weisler (Yam); 2. Mark Biscardi (Yam); 3. Richard Arnold; 4. Hurshet Myers (Hon); 5. Rick Lewis (Yam).

VET A: 1. Larry Andres (Rtx); 2. Matt Gomez (Rtx); 3. Bob McDonnell (H-D); 4. Eric Weisler (Yam); 5. Jerry Brandt (Yam).

VET C: 1. Bob Marinelli (Yam); 2. Mark Biscardi (Yam); 3. Rich Arnold (Hon); 4. Ray Byrne (Bul); 5. Mark Amaro (Yam).

VINT A: 1. Eric Weisler (Yam); 2. John Proto (Hon); 3. Bob Casey (Yam).

VINT B: 1. Ralph Lee (Tri); 2. Ray Byrne (Bul).

VINT C: 1. Marty Weisler (Yam); 2. Carl Dilores (Yam); 3. Steve Berard (Tri).

250 SCHBY: 1. Toby Jorgensen (Hon); 2. Chris Marquis (Hon); 3. Tony Souza (Hon).

KNBBY A: 1. Jerry Brandt (Yam); 2. Greg Riddle (Hon); 3. Bud Riddle (Hon).

KNBBY C: 1. Eric Niva (Yam); 2. Hurshet Myers (Hon); 3. Jim Lewis (Hon); 4. Tim Lynch (Yam); 5. Bob Hardmeyer (Hon).

100 A: 1. Toby Jorgensen (Hon); 2. Tony Meiring (Hon); 3. Billy Arbogast (Hon); 4. Dominic Demario (Hon); 5. Phil Cascio (Hon).

100 B: 1. Kenny Holland (Suz); 2. Aaron Cisco (Hon); 3. David DeCamp (Hon); 4. Jesse Vankol (Hon); 5. Jason Jensen (Hon).

100 C: 1. Frank Nye Jr. (Hon); 2. Satomi Kitabayashi (Hon); 3. Riley Cox (Suz); 4. Ryan Chamberlin (Hon); 5. Michelle Lineaweaver (Hon).

80 A: 1. Toby Jorgensen (Hon); 2. Tony Meiring (Hon).

80 B: 1. Matt Gomez (Kaw).

80 C: 1. Danny Casey (Yam); 2. Jared McWhirter (Hon); 3. Ryan Coleman (Hon).

60 B: 1. Matt Gomez (Kaw); 2. Stewart Barber (Kaw); 3. Nick Moore (Kaw); 4. Corey Eaton (Kaw).

60 C: 1. Troy Plunkett (Kaw); 2. A.J. Kenyon (Kaw); 3. Frank Lane (Kaw).

P/W STK A: 1. Mike Rinaldi (KTM); 2. Ryan Kuntz (KTM); 3. Bradley Hiler (Yam).

P/W STK B: 1. Mike Rush (Yam); 2. Jason Grewe (Yam).

P/W STK C: 1. Kyle Plunkett (Yam); 2. Darrell Carroll (KTM); 3. Victor Kimbrough (KTM); 4. Sean Jones (KTM); 5. Jesse Andres (Yam).

P/W MOD A: 1. Mike Rinaldi (KTM); 2. Bradley Hiler (Yam); 3. Ryan Kuntz (KTM).

P/W MOD B: 1. Mike Rush (Yam); 2. Jason Grewe (Yam); 3. Chris Borjas (KTM).

Short Track

OPEN COMB: 1. Justin Hermeskey (Rtx); 2. Dan Feldhaus (Rtx); 3. Michael Kibby (Hon); 4. Hershel Myers (Hon).

100 A: 1. Tony Meiring (Hon).

100 B: 1. Aaron Cisco (Hon).

100 C: 1. Michelle Lineaweaver (Hon); 2. Shauna DeCamp (Hon).

80 A: 1. Tony Meiring (Hon).

80 B: 1. Matt Gomez Jr. (Kaw); 2. David Casey (Kaw); 3. Chad Ross (Kaw); 4. Corey Eaton (Kaw).

King conquers all at Jackhammer Enduro

By F. H. Leghorn

STONYFORD, CA, OCT. 22

Jon King narrowly beat Dave Wood to earn his first AMA District 36 Enduro victory in nearly two years near Stonyford, completing a comeback from a rash of injuries and bad luck to once again become one of the riders to beat.

As with other early-fall events in California, the Jackhammer Enduro, put on by the Oakland Motorcycle Club, is run with the hope of some early rain. When rain did not materialize, dusty conditions prevailed for the second week in a row. The first test of the day was not to fall too far behind getting to check two. King got his day off to an excellent start, coming through with a 1:25, to lead the 1:42 of up-and-comer Craig Wesner, the 1:47 of Vet leader Dean Joyner, and the 1:54 of Wood. Smoking everybody, however, was current District 36 champion Marty Walden, who screamed his 125cc Suzuki to a score of 1:12. Falling into an early hole was Patrick Garrahan, whose 2:32 was the best he could manage in the dust.

The next points-robbing section occurred on the second loop between checks six and seven, and Wood started to make his presence felt by recording a perfect score with his 0:34 to beat the 0:37 of King. Garrahan was the only other rider to zero the check, his 0:54 gaining back a point to the 1:00 of Walden, the 1:05 of Joyner, and the 1: 17 of Wesner. Starting to turn his day around after a less-than-perfect start was previous event winner Dave Froman, whose 1:11 put him in the middle of the leaders.

A third loop greeted the A and B riders to finish the day, with the final points to be taken at check 11. Wood, knowing that he was still behind on tie breakers, once again led all riders with his 1:29, but King was breathing down his neck with a 1:30, which was enough to secure the overall victory.

Garrahan narrowly trailed with 1:40, ahead of the 1:45 of Wesner and 1:52 of Joyner, but lacked the point advantage needed to pass them in the standings. Wesner and Joyner ended with identical scores to the second, with Wesner getting the nod for third overall based on his superior final tie-breaker score. In spite of Walden's 2:01 resulting in an additional point, his early lead was sufficient to beat Froman's 1:58 for sixth overall.

Results

O/A A: 1. Jon King (2.122); 2. Dave Wood (2.147); 3. Craig Wesner (3.194); 4. Dean Joyner (3.194); 5. Patrick Garrahan (3.216).

Sheldon steals Canyon Short Course

By Tony Tellier

PEORIA, OCT. 14

Rob Sheldon denied the local Experts any chance for victory in the class at the Whiplash Motorsports/Canyon Raceway short course races as challenger Jason Birdsong was unable to match the torrid pace of Sheldon's CR250.

The fur flew early as Ted Mink rode as fast as his aging, yellow YZ could muster, but the race for second place went to Birdsong after Mink struggled to find traction on race director Matt Harper's well-watered track surface and was left standing. Sheldon was long gone by then, however, and had no trouble recording the Expert win.

Pro rider T-Bone Fuller had little trouble erasing Sheldon's starting-line charge, however, and cruised to the overall win, never to be threatened.

The large field of Beginners was a mixed bag of Vets, moved-up Minis, Ladies and real Beginners. Ralph Biezad finally won his first race after several midpack performances, leaving Robbie Leever behind and, for a change, also beating perennial thorn-in-his-side Dan Mathus. Mini rider Brian Schott did double duty, racing to sixth on a borrowed CR125 behind Blake Thomason and Josh Rana on a Kawasaki.

Mathus' dad Gary was the Vet-class winner Mike Clark, Henry Creek and Jocko Meyer.

Results

PRO: 1. T-Bone Fuller (Hon).

EX: 1. Rob Sheldon; 2. Ted Birdsong; 3. Ted Mink (Yam); 4. Jesse Belcher; 5. Larry Selby Sr.

BEG: 1. Ralph Biezad; 2. Robbie Leever; 3. Dan Mathus; 4. Blake Thomason (Suz); 5. Josh Rana (Kaw).

40+: 1. Gary Mathus; 2. Mike Clark; 3. Henry Creek; 4. Jocko Meyer (Yam).

50 (5-8): 1. Daniel Estergard; 2. Nick Riley; 3. Erik Kot; 4. Dustin Raffensparger; 5. Albert Estergard.

60 (0-10): 1. Bryan Ehrman; 2. Bad Chad Winton; 3. Jim Atherton; 4. John Myers.

80 (11-13): 1. Brian Ehrman; 2. Wesley Thomason; 3. Dayton Dunphy; 4. Larry Selby Jr; 5. Jimmy Vickers.

80 (0-14): 1. Brian Schott (Suz).

80 BEG: 1. Brandon Reed; 2. Andy Clark; 3. Brian Mathus.

Abbot whips Whiplash GP

By Tony Tellier

PEORIA, AZ, OCT. 8

The ubiquitous Destry Abbott, Team Green's 250 terror who can be found racing all over the Southwest, spanked a full field of desert racers and motocrossers during Whiplash Motorsports' inaugural GP at Canyon Raceway west of Phoenix, Arizona.

Abbott's sole serious challenger was Texas enduro ace turned desert master, Brian Storrie, also on a KX250, although Bryan Bruning gave it his best shot aboard a Yamaha YZ250 before finishing third.

In a rare appearance, Matt Harper took time out as Whiplash's Short Course Race Director to place as second Expert behind winner Dave Lennon, who rebounded from the separated shoulder and the two broken ribs that he suffered during the Labor Day race. Third-place finisher David Schutte's banzai style of riding did not conform to the closer confines of the Canyon course, and he was forced to settle for the show spot.

In a surprising turnabout, Tom Schmid did not win the Senior Expert race as Larry Beshaw punched his way past second-placed Pat Hoban and third-placed Schmid to collect the win on a big KX500.

Brothers Mike and Chris Blose won their respective Mini classes. Mike Blose took top honors in the 80cc (11-13) division while Chris Blose was victorious in the 60-80cc (10+) class.

Results

PRO: 1. Destry Abbott (Kaw); 2. Brian Storrie (Kaw); 3. Bryan Bruning (Yam); 4. Mike Schumacher (Hon); 5. David Perez (Kaw).

EX: 1. David Lennon (Kaw); 2. Matt Harper (Yam); 3. David Schutte (KTM); 4. Bob Jablonsky (Hon); 5. Carlo Caya (Hon).

INT: 1. Guy Decker (Kaw); 2. Rod Bell; 3. J.L. Roberts (Yam); 4. Rick Adair (Kaw); 5. Richard Miller (Kaw).

NOV: 1. Ward Schottel; 2, Steve Jones (Hon); 3. Mike Anderson; 4. Pete Clavas; 5. Todd Brown (Hon).

SPTSMN: 1. Mister Noname; 2. Alton Bell (Yam); 3. Ron Landsberger; 4. Jack Marek Jr.; 5. Tommy Thomason.

BEG: 1. Dennis McElwain (Hon); 2. Casper Riezao (Hon); 3. Chris Cocalis; 4. Dan Whatley (Hon); 5. Matt Muncy.

SR EX: 1. Larry Beshaw (Kaw); 2. Pat Hoban (Kaw); 3. Tom Schmid (Yam).

SR: 1. Dirk Chesser; 2. Tom Young (Yam); 3. Butch Doom (Kaw).

S/SR: 1. Billy Robertson (Hon); 2. Dougie Brown (Hon); 3. Steve Holladay (Kaw); 4. Walter Prince; 5. John Hastings (Hon).

50 (5-8): 1. Dustin Raffensparger; 2. Tom Collman; 3. Karl Orr; 4. Russ Butow.

60: 1. Chris Blose; 2. Jimmy Atherton; 3. Ryan Combs; 4. Jeffy Hibbard.

80 (11-13): 1. Mike Blose; 2. Matt Stephens; 3. Dustin Hamby; 4. John Maland; 5. Bryan Cox.

80 (14+): 1. Travis Rackley Jr.; 2. Sean Reese; 3. Brian Schott; 4. Lonnie Hawkins.

80 BEG: 1. Jack Tongen; 2. Larkin Wight; 3. Mike Duenas.

Donald two tough at Lonestar vintage Half Mile

By Mike Zborzek

KILGORE, TX, OCT. 14

Open Twin and 600cc Amateur rider Jac Donald bested all comers to take wins in both classes Saturday night during the Vintage Dirt Track Racing Association/Lonestar Speedway Half Mile hosted by Ron Bagley.

Capitalizing on a near-perfect race track, Donald's Yamaha was able to pass the early leader in the Open Twin main and stretch his lead to nearly two thirds of a lap at the end over the main pack of riders. In the 600cc Amateur ranks, Donald powered his Bultaco Astro out front and kept it there for eight laps. He was passed once but regained the lead to win on the last lap.

In Open Pro-Twin action, Danny Cartwright kept his Triumph 750 out in front of a pack containing Johnny Isaacs, Joe Snyder and John Fike to pull down his seventh Pro-Twin victory of the season and his first on the half mile.

Dinosaur-class speedster Brian McCarty won his fourth main of the year on a Big-D Cycles Triumph 500. Current VDTRA points leader Gerald Jessup brought his machine into third, maintaining his series points lead. Tony Rodriguez followed in fourth on a well-prepared A-7 BSA.

Bultaco-mounted Bill Snyder passed early leader Gary Brennan to take the win in the 600cc Pro class. John Fike also got by Brennan for the runner-up spot. Bill Walker faced Brennan hard for the third spot but was unable to advance.

Results

OPEN PRO-TW: 1. Danny Cartwright (Tri); 2. Johnny Isaacs (Tri); 3. Joe Snyder (Yam); 4. John Fike (BSA); 5. Tony Neill (Tri).

600 PRO: 1. Bill Snyder (Bul); 2. John Fike (BSA); 3 Gary Brennan (Hon); 4. Bill Walker (Hon); 5. Gary Pettis (Bul).

MSTR: 1. James Vaught (Tri); 2. Bill Burr (H-D); 3. Dan Maloney (Yam); 4. Gerald Jessup (BSA).

OPEN TW: 1. Jac Donald (Yam); 2. Mike Zbrozek (Tri).

600 AM: 1. Jac Donald (Bul).

250 AM: 1. Bill Walker (Yam); 2. John Gregory (Yam); 3. Bill Snyder (Bul); 4. Dennis Melcher (Oss); 5. Roy Haines (Bul); 5. Jamee Taylor (Yam).

DINO: 1. Brian McCarty (Tri); 2. Mike Zbrozek (BSA); 3. Gerald Jessup (Tri); 4. Tony Rodriguez (BSA); 5. Jeff Brown (H-D).

SR 40+ 1. Dennis Melcher (Yam); 2. Dan Renlund (Yam); 3. Joe Blackwell (Yam); 4. Duane Petersen (Tri).

CLSSC: 1 Johnny Isaacs (Tri); 2. Johnny Ramsey (H-D); 3. Bill Milburn (Tri); 4. Woodie Commander (BSA).

Galbreath lands French Cup Trial

By Joann Galbreath

NORDEN, CA, OCT. 22

Beta rider Howard Galbreath won the sixth annual French Cup at the Donner Ski Ranch, taking his first win of the season.

Ten grueling sections on a two-mile loop kept the Expert-class riders on their pegs and tight technical turns and big steps were the order of the day, but Galbreath stepped up to take the win with 62 points. Second was another Beta rider, Dan Suffin, with 70 points.

One of the most impressive rides was in the Sportsman A class by Rusty Firanzi, who only had eight points for the day. Firanzi had the lowest score of the day, and the lowest loop of one point. The Sportsman B class was won by Justin Oakley, the youngest rider in the class.

The Senior Sportsman A division was won by Hawley Slayton, with a low score of 16 points. Bert Fulwider also had a great ride with only 26 points and a smile on his face. The Senior Amateur class is always neck and neck, but Erwin went the extra mile for his win. Jim Dana was right there behind by only six points.

Results

EX: 1. Howard Galbreath (Bet); 2. Dan Suffin (Bet); 3. Neil Belvoir (Fan); 4. Mitch Reichardt (Fan).

INT: 1. Barry Lowery (G-G); 2. Doug Elliott (Fan); 3. Kevin Flaberty (Fan); 4. Dan Neilson (Apr); 5. Rocky Robinson (G-G).

AM: 1. Dan Waller (Fan); 2. Jimmy Slayton (Mon); 3. Tim Fergon (Apr); 4. Tony Sigala (Bet).

SR AM: 1. Steve Erwin (Mon); 2. Jim Dana (G-G); 3. Rob Hardy (Apr); 4. Dwayne Kirchoff (Fan).

SPTSMN A: 1. Rusty Firanzi (Bet); 2. Mike Mennick (Bet); 3. Joe Eigenman (G-G); 4. Lori Dana (Yam); 5. Darrell Johnson (Gas).

SPTSMN B: 1. Justin Oakley (Mon); 2. Bob Luciano (Beta); 3. Brian Robison (Fan); 4. Ming Go (Bet); 5. Lori Booth (Yam).

SR SPTSMN A: 1. Hawley Slayton (G-G); 2. Bert Fulwider (Yam); 3. Bill Gilbert (Apr); 4. Rob Tufford (G-G); 5. Chuck De Witt (Fan).

SR SPTSMN B: 1. Keith Oakley (Mon).

NOV: 1. Michael Young (Bul); 2. Robert Klos (G-G); 3. Harold Eigenman (G-G).

Dickson dominates Steel City Motocross C'ships

By Julie Kramer

DELMONT, PA, OCT. 8

Gaylon Dickson captured both moto wins for the overall in the 25+ class during the fifth round of the District 5 State Championships at Steel City MX by beating out some of the toughest competition in the district.

In moto one, Tim Coombs shot out of the gate first, leaving Todd Streit and Dickson in the dust. Dickson quickly gained ground passing Streit before the uphill doubles to take over second. A battle for fourth was brewing between Jeff Provance and Christopher Llykens, with Llykens coming out on top. While the fourth position was being swapped, Dickson made a charge on Coombs going through the uphill whoops to take over first.

Steve Crowe came from a midpack start and began plucking riders off one at a time, starting with Provance, toward the end of the second lap. Crowe, riding a 125 against a bunch of 250's, had his work cut out for him.

While the top three riders pulled away and spread apart, a battle between Crowe and Llykens was escalating with every lap. At the end of lap three, Crowe completed the pass coming up the hill to the finish line, but by the end of lap four Llykens had returned to the fourth-place position. On the white-flag lap, Crowe and Llykens banged bars on a downhill and Crowe sealed the fourth position.

The start of the second moto was a replay of the first with Coombs out front being followed by Streit and Dickson, who didn't waste any time working his way past Streit on the downhill following the start. Brian Tremblay followed Dickson's cue and also passed Streit, and towards the end of the first lap, Crowe had caught up to Streit's back tire. Coming up the hill to the finish line, Dickson passed Coombs, and then Crowe passed Streit. By the end of the third lap the riders were spread across the track and Coombs looked like he might give Dickson a little run for his money, but time ran out and Dickson went on to take the moto and overall win. CN

Results

125 A: 1. Davey Yezek (Suz); 2. Mike Jones (Hon); 3. Josh Demuth (Yam); 4. Joshua Sweat (Kaw); 5. Shane Lawson (Hon).

250 A: 1. Davey Yezek (Suz); 2. Mike Jones (Hon); 3. Shane Slother (Yam) 4. Josh Demuth (Yam); 5. Gaylon Dickson (Yam).

VET A: 1. Tim Coombs (Yam); 2. Jeff Provance (Hon); 3. Fred Turjan (Suz); 4. Ken Frankenberry (Hon); 5. Chris Durham (Yam).

25+: 1. Gaylon Dickson (Yam); 2. Tim Coombs (Yam); 3. Stephen Crowe (Suz); 4. Todd Streit (Suz); 5. Brian Tremblay (Yam).

40+: 1. John McConnell (Yam); 2. Blaine Duecaster (Kaw); 3. John Miller (Hon); 4. Henry Hauenstein (Kaw); 5. Skip Stewart (Kaw).

125 B: 1. Charles Dunaway (Kaw); 2. Mark Burkhart (Hon); 3. Karl Scott (Kaw); 4. Mike Clendenin (Kaw); 5. Paul Carpenter (Kaw).

250 B: 1. Charles Dunaway (Kaw); 2. Todd Streit (Suz); 3. Mike Clendenin (Kaw); 4. Craig Jones (Kaw); 5. Richard Ray (Yam).

OPEN B: 1. Robert Ellison (Hon); 2. Robin McClain (KTM); 3. David Fox (Kaw); 4. Mike Catanzaro (Kaw); 5. Michael Sigmund (Hon).

VET B: 1. Bink Gross (Suz); 2. Dennis Oliver (Suz); 3. Richard Clemence (Yam); 4. Bill Croner (Yam); 5. Kevin Bailey (Hon).

125 C: 1. Justin Stewart (Hon); 2. Matthew Snider (Suz); 3. Ryan Puskarich (Suz); 4. Joe Gerber (Suz); 5. Brad Snyder (Suz).

250 C: 1. Chad Walker (Yam); 2. Brent Centofnalt (Suz); 3. George Kiley (Hon); 4. Terry Beck (Yam); 5. Jeramy Baysinger (Hon).

OPEN C: 1. John Miller (Kaw); 2. Dave Bigenho (Hon); 3. Gregg Malinsky (Kaw); 4. Fred Gaggiani (Hon); 5. Robert Brown (KTM).

P/W: 1. Chris Stuckey (KTM); 2. Adam Closkey (LEM); 3. Broc Fallas (KTM); 4. Shaun Striffler (Cob); 5. Andrew Kromel (Cob).

65: 1. Gene Stull (Kaw); 2. Broc Hepler (Kaw); 3. Troy Gould (Kaw); 4. Luke Kurtz (Kaw); 5. Jeff Ketterer (Kaw).

85 (7-11): 1. Gene Stull (Suz); 2. Broc Hepler (Suz); 3. Matt Barnes (Yam); 4. Jimmy Chappell (Suz).

85 (12-13): 1. Branden Jesseman (Suz); 2. Jeremy Brown (Kaw); 3. David Hill (Hon); 4. James Blair (Suz); 5. Mick Nicely (Hon).

85 (14-15): 1. Michael Barto (Suz); 2. William Ursic (Suz); 3. Joshua Plummer (Kaw); 4. Duane Evans (Yam); 5. Bo Bowman (Kaw).

S/MINI: 1. Branden Jesseman (Suz); 2. Duane Evans (Yam); 3. Matt Sigmund (Kaw); 4. Dominic Sinicrope (Hon).

SCHBY: 1. Mark Burkhart (Hon); 2. Paul Carpenter (Kaw); 3. Steven Onisko (Hon); 4. Timothy Stroyne (Hon); 5. Daniel Pastor (Hon).

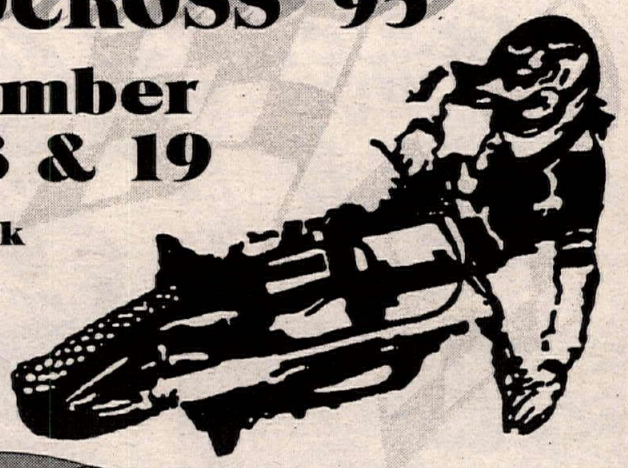
CLGBY: 1. Karl Scott (Kaw); 2. Eric Nepodal (Suz); 3. Michael Bobroski (Hon); 4. Justin Paris (Suz); 5. Chango Pearce (Yam).

WMN: 1. Melanie McConnell (Suz); 2. Andrea Ippolito (Suz).

VINT: 1. Jack Machuta (Kaw); 2. James Stanley (Hon).

PRODUCED BY ON-TRAC EVENTS

5th Annual
ARENOCROSS '95
November 17, 18 & 19
Reno Livestock Event Center
Reno, Nevada



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Sat., Nov. 18 Dick Cepek Baja/Street Legal Truck Drags #2
Sun., Nov. 19 CRC Gran Prix

Truck Drags? Yes, Street Legal 4 WD and 2 WD Track Drags Coming November 18th!
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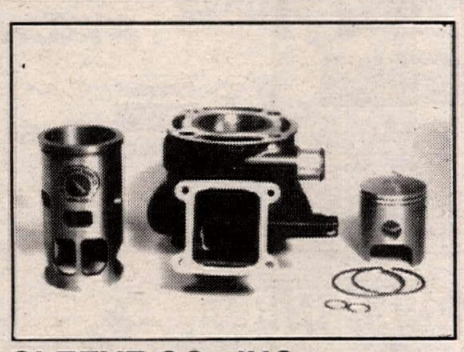

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TULARE CYCLE PARK
Tulare, CA
Event Calendar

Sat., November 18	Open MX Practice
Sat., December 2	Open MX Practice
Sun., December 3	Motocross Race
Sun., December 16	Open MX Practice

SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

CRC California Race Schedule
100% PRO PAYBACK

Sun., Nov. 12	CRC MX	L.A.C.R.
Sun., Nov. 19	CRC GP - Sponsorship Series (Wild Turkey G.P. - 200% Pro Payback)	Glen Helen
Sun., Nov. 26	CRC MX - Sponsorship Series (200% Pro Payback)	L.A.C.R.
Sun., Dec., 3	CRC MX - Trophy Series	L.A.C.R.

Saturday Practice
9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

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Texas Regional Championships
December 2-3, 1995
Lake Whitney Cycle Ranch
Call: 817-694-2901
MOTOCROSS

AMP

Sat., Nov. 25	Open MX Practice	Hollister Hills
Sun., Nov. 26	A.M.P. Motocross	Hollister Hills
Sat. Dec. 16	Open MX Practice	Hollister Hills
Sun., Dec. 17	A.M.P. Motocross	Hollister Hills

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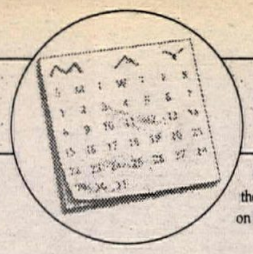

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/25 Mugello, Italy, Rnd 5
6/9 France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
9/29 Rio de Janeiro, Brazil, Rnd 14
10/6 Buenos Aires, Argentina, Rnd 15
10/29 Eastern Creek, Australia, Rnd 16

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Seca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
TBA Rnd 13
11/3 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship Trials Series
4/13-14 Navacerrada, Spain, Rnd 1
4/20-21 Great Britian, Rnd 2
4/27-28 Northern Ireland, Rnd 3
5/25-26 Rhode Island, U.S.A., Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 Pinerolo, Italy, Rnd 5
7/6-7 Grossheubach, Germany, Rnd 6
7/13-14 Nepomuk, Czech Rep., Rnd 7
7/20-21 Bilstain, Belgium, Rnd 8

World Cup Indoor Trials Series
11/3 Cleremont Ferrand, France
11/10 Marseilles, France
11/19 Turin, Italy
11/25 Gerona, Spain
12/2 Granada, Spain
12/9 St. Gaudens, France
1/6 Sheffield, England
1/13 San Sebastian, Spain
1/19 Toulouse, France
1/27 Andorra la Vella, Andorra
2/2 Le Canet, France
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

AMA National Championship Hare Scrambles Series
11/5 Kent, WA, Rnd 9

AMA Mid South Winter Hare Scramble Championship Series
11/5 Greeneville, KY
11/19 Lynneville, IN
12/3 Owensboro, KY
12/17 Mannington, KY
1/14 Lawrenceburg, TN
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

AMA/Prostar C'ship Drag Race Series
11/9-12 Gainesville, FL
Info 205/852-1101

Championship Cup Pro-Am Series
Florida Region
12/9-10 Palm Beach Gardens, FL
Southwest Region
12/2-3 Chandler, AZ
*Race of Champions

AHRMA West Regional MX Series
11/5 Tulare, CA

NETRA C'ship Enduro Series
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
11/12 Barkhamsted, CT
11/19 Newburgh, NY

SERA Enduro Series
11/5 Maplesville, AL

SERA Hare Scrambles Series
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA C'ship Hare Scrambles Series
11/19 Greenback, NJ
Info 717/865-0601

SETRA Championship Hare Scrambles Series
11/12 Bybee, TN
11/19 Dahlonega, GA
12/3 Elgin, SC
12/10 Madison, GA
1/7 Greensboro, GA
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
11/5 Maplesville, AL
1/14 Charleston, SC
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

EEA Eastern Championship Enduro Series
11/5 Maplesville, AL
Info 706/376-5232

Virginia C'ship Hare Scramble Series
11/5 Surry, VA
Info 804/255-4620

United States Central Regional Trials C'ship Series
11/4-5 Wichita, KS
11/18-19 Pampa, TX

Carolina Virginia Observed Trials Club Series
11/5 Bunn, NC
Info 910/773-0742

FTA Trials C'ship Series
11/19 Crooms, FL
12/17 Crooms, FL
1/14 Crooms, FL
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Arkansas Hare Scrambles Championship Series
11/5 Bee Branch, AR
Info 501/890-6346

KORR Hare Scrambles Championship Series
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

ATA Trails Series
11/26 Lucerne Valley, CA
Info 213/259-6631

NMRA Drag Race Series
11/11 Palmdale, CA
Info 818/367-4117

Golden Crown of Baja Off Road Desert Series
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
11/3-4 Baja Malibu Grand Prix Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
12/3 Rosarito, Mex.
Info 011/52-661-22525

No. Calif. Mini Road Racing Assoc. Series
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

NESC C'ship Motocross Series
11/5 Middleboro, MA
Info 413/772-0685

AMA Nat'l Arenacross Series
11/3-5 Albany, NY
11/17-19 Des Moines; IA
12/1-3 Rockford, IL
1/5-7 Ft. Worth, TX
1/12-14 Oklahoma City, OK
1/19-21 Niagara Falls, NY
1/26-28 Topeka, KS
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

AMA No. California Cross Country Series
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
11/5 Hamilton, TX
Info 214/394-9168

Kansas Hare Scrambles Championship
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

OCCRA Cross Country Serie
11/12 Hallet, OK
Info 405/376-6849

AHRMA Southwest/Texas Region Fall C'ship Series
11/5 Lake Whitney, TX
11/26 Tyler, TX
Info 713/361-2936 or 713/497-3366

WSMC Road Race Series
11/19 Rosamond, CA
12/17 Rosamond, CA
1/21 Rosamond, CA
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

Over the Hill Gang National Championship Series
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

Motorcycle Asphalt Racing Series
3/5 Barberville, FL
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheboro, NC
9/29 Asheville, NC
10/27 Kenly, NC
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
11/24-25 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
11/12 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas
11/26 Las Vegas, NV
12/10 Newhall, CA
1/13-14 Ridgecrest, CA
1/27-28 Palm Springs, CA
2/17-18 Las Vegas, NV
*National Trail Ride Series event
Info 818/249-2141

AMP/Fox Racing/Clawson Motorsports Fall MX Series
11/5 Livermore, CA
11/19 Turlock, CA
Info 209/667-7109, 408/238-8208

CMA/O'Neal USA Central Calif. C'ship Motocross Series
11/12 Madera, CA
11/19 Hanford, CA
11/26 Madera, CA
12/3 Tulare, CA
12/10 Hanford, CA
12/17 Madera, CA
Info 209/673-8080

Georgia Fall MX Series
11/5 Roberta, GA
11/12 Macon, GA
11/26 Macon, GA
Info 912/788-0413

GFI Fall MX Series
South Region
11/5 Perris, CA
Info 909/684-6996

CMC Trans-Cal National MX Series
Showdown
11/11 Gorman, CA
11/12 Gorman, CA
Info 619/246-7262

CMC Copper State MX Classic Series
11/24-25 Glendale, AZ
Info 602/849-1572

NOVEMBER

S	M	T	W	T	F	S
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DECEMBER

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31						

• DENOTES PRO PAYBACK

Fri, Nov 10

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Nov 11-12

• FLORIDA MOTOCROSS - South Eastern Regional Championship, Motocross of Marion County, Reddick. Info: 904/591-2050.

Sat, Nov 11

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

• CALIFORNIA ICE SPEEDWAY - ICE/WSRA, Golden State Fall Classic, Arco Arena, Sacramento. Info: 970/262-9067.

• CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Nationals, Quail Valley SVRA, Gorman. Info: 714/367-1141.

CALIFORNIA ENDURO - AMA/D-36/Training Wheels Enduro/California Enduro Riders Assn., Family Enduro, Tahoe National Forest, Foresthill. Info: 415/726-5955.

CALIFORNIA MOTOCROSS - Racing Enterprises, Autumn Championship - Rnd 4, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 2, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair; Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

Sun, Nov 12

ARIZONA TRIALS - AMA/Central Arizonas Trials Inc., Florence. Info: 602) 582-2294.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CMA, Fall Series, Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA GRAN PRIX - Sandhill Ranch/San Jose Yamaha, marathon, Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Nationals, Quail Valley SVRA, Gorman. Info: 714/367-1141.

CALIFORNIA DUAL SPORT - AMA/D-37/Malcolm Smith Motorsports, Riverside. Info: 909/687-1300.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Little Okie Raceway, Madera. Info: 209/673-8080.

CONNECTICUT HARE SCRAMBLES - NETRA, Championship Series, Windswept Acres, Barkhamsted. Info: 203/875-5757.

• GEORGIA MOTOCROSS - Paradise Off Road Club, Paradise MX, Macon. Info: 912/745-3946.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 6, Wausau MX Park, Wausau. Info: 904/638-1012.

INDIANA HARE SCRAMBLES - AMA/Dist 15/Stoney Lonesome M/C, team race, Columbus. Info: 8112/342-4411.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man 2-hour, Silver City, Sterling. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLE - Eagle Creek Park, Owenton. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 &13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

NEVADA HARE & HOUND - Dist. 36/Desert Riders Inc., Fallon. Info: 702/867-4514.

• NORTH CAROLINA MOTOCROSS - AMA/ECMC, Va. State Championship Series, Elizabeth City Moto-x Track, Elizabeth City. Info: 804/548-1052.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club/CRA points, Annual Turkey Run, Mansfield. Info: 419/524-1347.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Kodak Photographic Prod. Day, Welch. Info: 918/233-7003.

OKLAHOMA CROSS COUNTRY - OCCRA, Hallett. Info: 405/672-1423.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Pleasure Valley Raceway, Armaugh. Info: 814/536-4739.

TEXAS CROSS COUNTRY - BROS/Quitman Speedway, vintage only, Quitman Speedway, Quitman. Info: 817/484-1321 or 903/967-2325.

WISCONSIN SHOW - J&P Promotions, 11th Annual M/C Parts Extravaganza, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: 319/462-6011.

Wed, Nov 15

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 17-19

• IOWA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Veterans Memorial Auditorium, Des Moines. Info: 817/626-7297.

• NEVADA MOTOCROSS - On Trac Events, 5th Annual Arenocross '95, Pros - 17th & 18th, Amateurs - 19th, Reno Livestock Event Center, Reno. Info: 702/267-4392.

Nov 18-19

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

OHIO TEAM HARE SCRAMBLE - AMA/Action Sports Promotions Inc., mini - Sat/bikes - Sun, Athens. Info: 614/594-6686.

TEXAS TRIALS - United States Central Regional Trials Championship, TOTTA Cup, Pampa. Info: 806/665-4012.

Sat, Nov 18

CALIFORNIA MOTOCROSS - Racing Enterprises, Autumn Championship - Rnd 4, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 3, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

Sun, Nov 19

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Hanford. Info: 209/673-8080.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/Bonehead, The Cycle Parts West Notorious Dawg 3-hour team race, Yuha Desert BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA GRAND PRIX - CRC, Sponsorship Series/Wild Turkey G.P., Glen Helen Raceway, San Bernardino. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 5, The Oatfield, Turlock. Info: 408/238-8208, 209/667-7109.

CALIFORNIA HARE SCRAMBLES - AMA/Dist 36/2 + 2 Racing Team, Schaads Resort, Wilseyville. Info: 510/837-7843.

• CALIFORNIA HILLCLIMB - Skips at Carnegie, Tracy. Info: 510/455-1318.

CALIFORNIA POKER RUN - Santas Workshop/Marine Corps Reserve, 3rd Annual Toys for Tots - poker/toy run, Cooks Corner, El Toro to Bikers Dream, Tustin/Santa Ana. Info: 714/664-6650.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Argyll Park Promotions, no cards required, Dixon. Info: 916/678-3592.

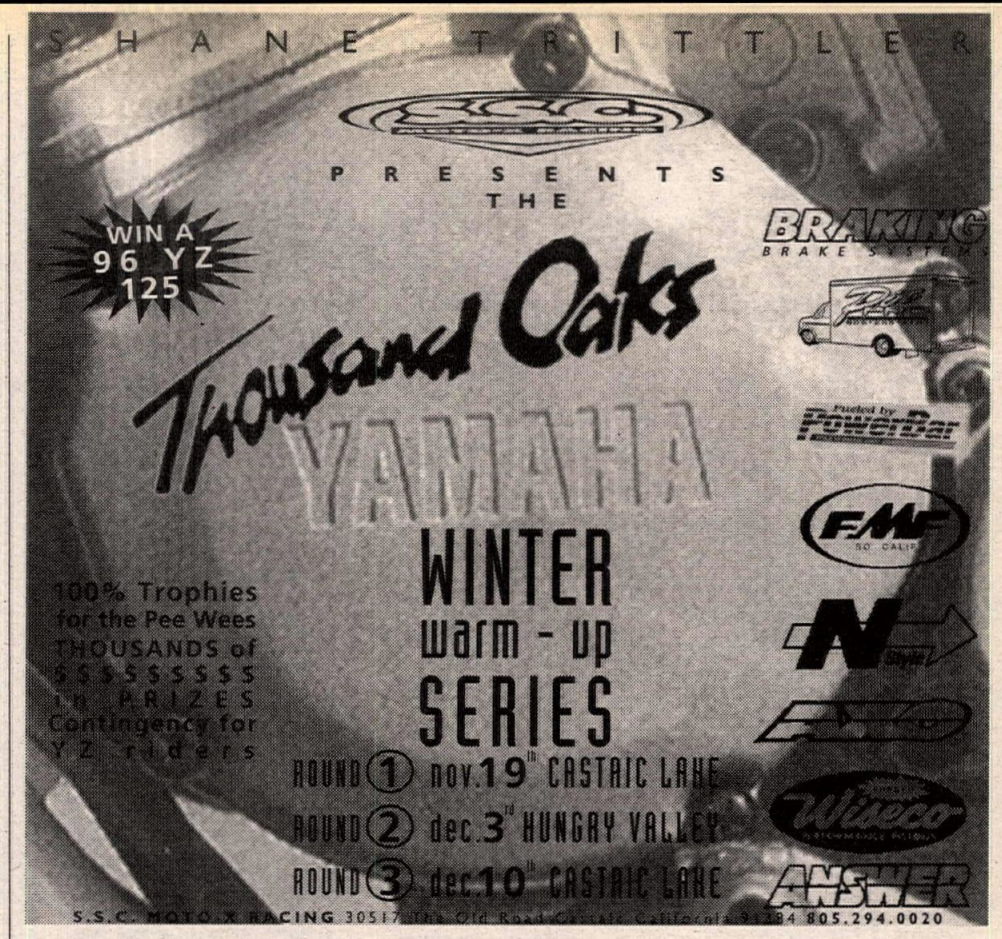
CALIFORNIA ENDURO - AMA/Dist. 36 & 37/Central Coast M/C Assoc., North/South Challenge, Ballinger Canyon, New Cuyama. Info: 805/434-2833 or 543-3487.

CALIFORNIA GRAN PRIX - Over the Hill Gang, Glen Helen Raceway, San Bernardino. Info: 310/864-6875.

CALIFORNIA MOTOCROSS - CMA/Moto-West Promotions, Sand Hill Ranch, Livermore. Info: 408/842-5790.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard Motocross, Jacksonville. Info: 904/268-2376, 845-2076.

• GEORGIA MOTOCROSS - Silver Cup Classic - Rnd 7, Hog Pen Mx, Cairo. Info: 912/377-3109.



Sunday, November 19, 1995
CRC **Glen Helen Cycle Park**
Sponsorship Series - Round 4
Membership Not Required
Sponsorship Series - Final November 26, 1995
Motocross - L.A. County Raceway
DON'T MISS IT!

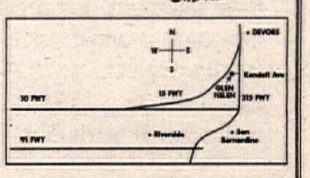
8:00 AM	Parade Lap
8:15 AM	80cc
9:00 AM	Old Timers
10:00 AM	60cc
10:45 AM	Over the Hill Gang
11:45 AM	Parade Lap
12:00 Noon	Vintage/Jr. Vets (+25) Decade
1:00 PM	CRC Vets (+30) Sr's (+40)
2:00 PM	125-250-500 Beg
3:00 PM	125-250-500 Nov/Int/Pro
4:00 PM	Team Race

PeeWee's will run 2 Moto's on a separate track
Practice 9:00AM
1st Race 10:00AM • 2nd Race 11:00AM

EACH CLASS RACE 45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

MAIL ENTRY	$25.00
Non-Member	$30.00*
POST ENTRY	$30.00
Non-Member	$35.00*

No post entry penalty for 2nd class entered
* Membership Not Required to Race - Points & Prizes to Members Only
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
1996 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550



For info call (805) 272-8889
CRC CALIFORNIA RACING CLUB

"Tell them you read about it in Cycle News"

We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

(209) 673-8080
CMA GFI Racing North

Sun., Nov. 12	Fall Series	Marysville, CA
Sun., Nov. 12	O'Neal USA Central CA C'ship	Little Okie Raceway
Sun., Nov. 19	Fall Series	Sandhill, CA
Sun., Nov. 19	O'Neal USA Central CA C'ship	Hanford, CA
Sun., Nov. 26	O'Neal USA Central CA C'ship	Little Okie Raceway

DK'S WILD RIDES
Green Sticker
JAN 20-21 *Off-Road Motorcycle Tours* JAN 20-21
CASINO RUN
Call: (909) 781-6580 or (619) 244-0397

OVER the HILL GANG

November 11-12	Sierra Chapter National	Turlock, CA
	(Final Round of the OTHG Nationals)	
November 19	Glen Helen - Gran Prix	
December 3	Castaic	

The Ultimate 30+ Vet MX Club Info: (310) 864-6875

GFI RACING *(909) 684-6996*
A Rider For the Riders

Wed., Nov. 8	GFI Wednesday Practice Day (Noon - Dark)	Perris
Sat., Nov. 11	GFI Saturday Practice Day (8-1pm)	Perris
Wed., Nov. 15	GFI Wednesday Practice Day (Noon - Dark)	Perris
Sat., Nov. 18	GFI Saturday Practice Day (8-1pm)	Perris
Wed., Nov. 22	GFI Wednesday Practice Day (Noon - Dark)	Perris

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

• INDIANA HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lynneville. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS - AMA/Dist 7 &13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MINNESOTA SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: 319/462-6011.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Nelson. Info: 702/452-8157.

NEW YORK HARE SCRAMBLES - NETRA, Championship Series, Tri State, Newburgh. Info: 203/875-5757.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./c/o Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

OHIO ENDURO - AMA/Dist 11 & 15/Treaty City Motorcycle Club,Greenville. Info: 513/547-7197.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Pleasure Valley Raceway, Armaugh. Info: 814/536-4739.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Red River, Bulcher. Info: 800/55-TSCEC.

• VIRGINIA MOTOCROSS - AMA, VA State Championship Series, Birch Creek Motosports, Danville. Info: 804/836-3633.

Wed, Nov 22

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 24-25

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport, 12th Annual LA to Barstow to Vegas Dual Sport Classic, Colton - Barstow. Info: 818/249-2141.

Nov 25-26

• ARIZONA MOTOCROSS - CMC, Copper State Classic - Final Rnd, Canyon Raceway, Peoria. Info: 602/849-1572.

CALIFORNIA ROAD RACE - First Annual Formula RD "World Finals", Streets of Willow Springs, Rosamond. Info: 602/997-5887 or 909/674-5357.

HAWAII TT SCRAMBLES & MOTOCROSS - Team Hawaii Sports/The Garden Island Motorcycle Club, 2nd Annual Bash by the Beach, Kauai. Info: 808/821-0866.

Sat, Nov 25

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 4, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton Motorsports Park, Bridgehampton. Info: 516/924-2399.

Sun, Nov 26

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/957-2985.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - Sandhill Ranch/San Jose Yamaha, Turkey race, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/540-1368.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Little Okie Raceway, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CMA/Moto-West Promotions, Sand Hill Ranch, Livermore. Info: 408/842-5790.

• CALIFORNIA MOTOCROSS - AMP/Motowest Racing, Hollister Hills MX track, Hollister. Info: 415/587-8678 or 408/238-8208.

GEORGIA MOTOCROSS - Echeconnee MX Club, Echeconnee MX, Macon. Info: 912/788-8227 or 956-5420.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, non-points team 2-man/4-hr, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders, Harpursville. Info: 607/693-3159.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• SOUTH CAROLINA MOTOCROSS - 2nd Annual Stateline Fall Series - Rnd 4, I-95 Motocross Park, Hardeeville. Info: 803/784-2408.

TEXAS VINTAGE MOTOCROSS - AHRMA/Progressive Suspension, Fall Classis, Swan Cycle Park, Tyler. Info: 713/497-3366.

Wed, Nov 29

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 1-3

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO MOTOCROSS - AMA/Action Sports Promotion Inc., Ohio State Farigrounds/Coliseum, Columbus. Info: 614/594-6686.

Sat, Dec 2

• ARIZONA OFF ROAD - Whiplash Motorsports, Point to Point 150, Rocky Point. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 5, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

Sun, Dec 3

ARIZONA TRIALS - AMA/Central Arizonas Trials Inc., Stanfield. Info: 602) 582-2294.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/Volker's German, Rudolph's Revenge Desert Gran Prix, Superstition BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA GRAN PRIX - GFI Racing, Dirt Diggers Gran Prix, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA GRAN PRIX - Over the Hill Gang, Castaic Lake Motocross, Castaic. Info: 310/864-6875.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard Motocross, Jacksonville. Info: 904/268-2376, 845-2076.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Fordsville. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Rnd 4, Cantamar Sand Dunes, Rosarito. Info: 011/52-661-22525.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Dec 6

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 9-10

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

Sat, Dec 9

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 6, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 10

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON GRAND PRIX - Sandhill Ranch/San Jose Yamaha, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Hanford. Info: 209/673-8080.

CALIFORNIA HARE SCRAMBLES - D-37/Dirt Diggers South M.C., Spangler ORV area, Red Mountain. Info: 909/883-5259.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 8, Wausau MX Park, Wausau. Info: 904/638-1012.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Nelson. Info: 702/452-8157.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./c/o Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Dec 13

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 16-17

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

Sat, Dec 16

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 7, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

Sun, Dec 17

• CALIFORNIA GRAND PRIX - CRC, Trophy Series/Merry Christmas GP, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Little Okie Raceway, Madera. Info: 209/673-8080.

• CALIFORNIA MOTOCROSS - AMP/Motowest Racing, Winter Series warm up , Hollister Hills MX track, Hollister. Info: 415/587-8678 or 408/238-8208.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Mannington. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• NEW YORK MUD & SNOW SCRAMBLES - Square Deal Riders M.C., Beldon. Info: 607/693-3159.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

Wed, Dec 20

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sat, Dec 23

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Wed, Dec 27

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sat, Dec 30

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 31

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc./FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 5/The Dunaway Dash, Plaster City west BLM open area, El Centro. Info: 619/427-5759.

Jan 4-8

SOUTH AMERICA ENDUR0 RALLY - International Enduro Rally of the Caribbean, Cabo de la Vela, Columbia. Info: 305/557-1311.

Jan 5-7

CANADA SHOW - Bar Hodgson Productions/Brampton Motorcycle Assoc., Canadian International Motorcycle Super Show, Toronto International Centre, Toronto, Ontario. Info: 905/427-4201.

• TEXAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Will Rogers Coliseum, Ft. Worth. Info: 817/626-7297.

Jan 6-7

WEST VIRGINIA MOTOCROSS - AMA/Action Sports Promotions Inc., Civic Arena, Huntington. Info: 614/594-6686.

Sat, Jan 6

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 8, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Jan 7

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Florence. Info: 602/582-2294.

ILLINOIS SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

Jan 12-14

• OKLAHOMA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Lazy E Arena, Oklahoma City. Info: 817/626-7297.

Sat, Jan 13

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 9, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Jan 14

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873.

Jan 19-21

• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Series, Niagra Falls Convention Center, Niagra Falls. Info: 817/626-7297.

Sat, Jan 20

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 10, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Jan 21

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Stanfield. Info: 602/582-2294.

IOWA SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Iowa State Fairgrounds, Des Moines. Info: 319/462-6011.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

OHIO SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza, Toledo Sports Arena, Toledo. Info: 319/462-6011.

Jan 26-28

• KANSAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Kansas Expo Center, Topeka. Info: 817/626-7297.

Sat, Jan 27

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 11, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross
Pleasure Riders M.C.
King of the Hill Series
1995 Final Points Standings

MICRO MINI
Alan Petty 114
Justin Trent 94
Derrick Dallman 73
Kailie Duncan 64
Zachary Duncan 59
MINI
Jackie Mason II 136
Anthony DeHart 130
Matt Weaver 104
Tate Pearson 101
Jacob Bailey 41
125
Mark Schroeder 133
Eric Jordan 111
Mark Goodman 81
Richard Matthews 74
Clint Feedback 50
200
Jason Northrup 74
David Peirson 31
Randy Covell 30
James Dallman 13
Mel Piontek 11
250
Brent Stewart 127
Andy Fortner 102
Eric Wheelwright 92
Jason Northrup 88
Roy Senaldi 78
400
Lucas Haas 121
Paul Hackbarth 121
Jason Northrup 112
Roger Riddell 68
Bob Glenn 66
500
Jason Northrup 96
John Scroggins 90
Lucas Haas 85
Lloyd Haas 84
Andy Fortner 75
750
Lloyd Haas 136
Scott Petty 105
Marc Stamm 100
Jason Northrup 80
Roger Hackbarth 66
OPEN
Bill Myers 112
Robert Urnikis 92
John Hillard 88
Jim Fuller 84
Terry Bailey 47
SR
Bill Myers 78
Roger Hackbarth 60
Bob Glenn 37
Tom Compton 17
Terry Bailey 16

Motocross
Sacramento Raceway Park
Sacramento, CA
Oct. 20

50 P/W
Victor Kimbrough KTM
Jimmy Crandall KTM
Kyle Parino KTM
Matthew Spencer KTM
80 BEG
Andrew Kahler Kaw
Steven Paye Yam
Cameron Foster Kaw
Jack Knobbie Hunt Yam
60
Adam Kowalczyk Kaw
80 JR
Pat Harlow Hon
125 BEG
Jon Tele Hon
Stephen Thinger Hon
Derek Carlson Suz
Tim Granade Yam
Kevin Beukevy Hon
125 JR
Jordan White Hon
Curtis Tackley Kaw
Jim Brenelsen KTM
250 BEG
Robert Granade Yam
Gina Dawson Hon
Gary Gorrest Hon
VET BEG
Dennis Wheeler Hon
Bob Mitchell Hon
Mark Foster Kaw
Clark Plummer Hon

Trial
Florida Trials Association C'ship
Round 2
Old Barge Canal, FL
By Brock Sattelmeier

BEG
J.D. Falcon Hon
Annie Stites Yam
John Belle Yam
Kim Marren Yam
Victor Larsen Yam
NOV
Jeff Sgrillo Bet
Bill Sheffield Yam
Tom Mott Yam
Sam Thierren Yam
Ivan Viera Hon
SR B
Bill Catogni Hon
Bill Marren Yam
SR A
Jeff Gunia G-G
Rick Pion Yam
Jim Berry Apr
INT
Robin Wesrbrook Yam
Tony Hiam Bet
Lee Silas Bet
Larry Smith Yam
Mark Senner Fan
ADV
Mike Belle Bet
Jack Hutson Bet
Donny Smith Bet
Brian Jones G-G
Doc Jenkins Bet
EX
Jack Stites G-G
Chuck Walker Bet
Brock Sattlemeier Bet
Steve Waller Bet

Short Track
Georgia Kart Komplex
Carnesville, GA
Sept. 30
By Mike Weaver

50 (4-6)
Patrick Jonhson Suz
Eddie Tumlin Jr. Yam
Clayton Sims Yam
50 (7-8)
Barron Behanna Jr. Yam
Brian Sudderth Hon
Jeff Creasy Yam
85
Brandon Weaver Hon
Merritt Johnson Kaw
Garrett Weaver Hon
Barron Behanna Jr. Yam
100
Eddie Martin Hon
200
Greg Tysor Hon
Jeff Martin Hon
Doug Whelan Hon
Joel Sabin Hon
Tom Price Hon
250
Gary Weaver Yam
Greg Tysor Hon
Doug Whelan Hon
251-500
Gary Weaver Yam
Dennis Burroughs Bul
Scott Fluck Yam
VINT
Dennis Burroughs Bul
Kirk Johnson Yam
Jack Joyner Bul
Scott Fluck Yam
OPEN AM
Jeff Martin Hon
Joel Sabin Hon
Eddie Martin Hon
Tom Price Hon
SR
Dennis Burroughs Bul
Billy Campbell W-R
Jack Joyner Yam
SEMI-PRO TRPHY
Darrell Bryant Hon
Billy Campbell W-R
Rick Weaver Yam
Eddie Tumlin BSA
ADLT MINI
Doug Whelan Hon
Rick Weaver Hon
Greg Tysor Hon
Joel Sabin Hon
Tom Price Hon
SEMI-PRO MNY
Tom Sisson Yam
Darrell Bryant Hon
Rod Burr Yam
Rick Weaver Yam
Eddie Tumlin BSA
600 PRO-AM
Tom Sisson Yam
Nick Daniels W-R
Ken Lilly Yam
Jack Touchette Yam
Mike Speh Hon
600 EX
Dave Hebb H-D
Robert Lewis H-D
Recil Hart H-D
Bobby Myers Rtx
Tim Johnson Rtx

Motocross
Missouri State Championships
Final Standings

P/W
Jimmy Albertson
Ryan Southard
Michael Garrison
Zach Evans
Jacob Wilcox
60
Ryan Wohlberg
Jesse Liggett
Troy Lester
David Camp
Sheldon Burke
80 (0-11)
Ryan Wohlberg
Jonathan Tomlin
Troy Lester
Scott O'Conner
80 (12-13)
Drew Cuhna
John Howard
Justin Davis
Tommy Hartzfield
Joe Jarvis
80 (14-16)
Kevin Rix
Dusty Emerson
Jeremy Davis
Chris Muse
SCHBY
Aaron Storey
Vernon Richmond
Drew Cuhna
Jason Russell
125 BEG
Charles Amodao
Chad Vaughn
Travis McCorkle
Scott Woods
Brent Perkins
125 NOV
Jerry Smith
John McCormick
Jeremi Shank
Brian Burke
Shawn McCormick
125 INT
Aaron Storey
Vernon Richmond
125 EX
Lance Jones
250 BEG
Tom Prenger
Mike Sportsman
Randy Southard
Olen McCassland
Kelly Kile
250 NOV
Jack Jones
Scott Clark
Kenson Goff
Don Dusselier
Derrick Porter
250 INT
Joe Drinnon
Dustin Taylor
Chris Schellenberger
Joe Garza
Brian Bacal
250 EX
Bart Shifflett
25+
Joe Garza
Damen Alyea
Mike Brooks
30+
Tim Vaughn
R.D. Peterson
Mike Forkner
Dennis Tomlin
35+
Mike Burke
Don Dullelier
Brian Albertson
Jeff Davis
Steve Bass

Motocross
Possum Hollow MX Park
Springfield, MO
Oct. 22

P/W
Jimmy Albertson
Ryan Southard
Michael Garrison
Michael Stock
Jacob Wilcox
60
Ryan Wohlberg
Troy Lester
Jesse Liggett
David Camp
Missy Clark
80 (0-11)
Ryan Wohlberg
Troy Lester
Jonathan Tomlin
Scott O'Conner
Derrick Marshall
80 (12-13)
Drew Cuhna
Justin Davis
Tommy Hartzfield
John Howard
Charles Hachtel
80 (14-16)
Kevin Rix
Dusty Emerson
Jeremy Davis
Chris Muse
125 EX
Lance Jones
Brian Shrout
250 BEG
Tom Prenger
Randy Southard
Mike Sportsman
Olen McCassland
Doug Sidwell
250 NOV
Jack Jones
Kenson Goff
Scotty Clark
Derrick Porter
Don Dusselier
250 INT
Donnie Fox
Joe Drinnon
Chris Schellenberger
Joe Garza
Dustin Taylor
250 EX
Bart Shifflett
Lance Jones
Brian Shrout
25+
Joe Garza
Larry Wayt
Jim Shaddox
Sam Henry
Allen Haynes
SCHBY
Aaron Storey
Vernon Richmond
Ryan Branch
Matt Huckelberry
Drew Cuhna
125 BEG
Charlie Amodeo
Travis McCorkle
Harold Martin
Chad Vaughn
Scott Woods
125 NOV
Jerry Smith
Ryan Branch
John McCormick
Brian Burke
Tom White
125 INT
Aaron Storey
Vernon Richmond
Chris Blankenship
30+
Tim Vaughn
R.D. Peterson
Mike Forkner
Larry Wayt
Larry Handshy
35+
Mike Burke
Ward Wiebe
Brian Albertson
Don Dusselier
Jeff Davis

Motocross
Elizabeth City MX
Elizabeth City, NC
Oct. 22
By Caryl Pigg

50 (4-6)
Devon Pilkington KTM
Bobby Buhr Suz
60
Josh Dexter Kaw
Ryan Linville Kaw
Chris Slaughter Kaw
Lance Tribble
JR MINI
Josh Dexter Kaw
Brad Gribble Suz
Ryan Linville Kaw
Bobby Saunders Hon
Chris Slaughter Kaw
SR MINI
Stephen Barnes Hon
Ricky Wilson Hon
Rusty Gribble Suz
Tim Clour Hon
250 B
Bryan Gibbs Hon
250 C
Brian Howell Suz
Michael Cary Hon
Brian Tribble Hon
Robert Moore Hon
Forest Gibbs Hon
250 D
Bobby Tucker Hon
Ryan Bretscheider Hon
Joseph Katzberg Hon
Isaac Butts Hon
125 A
Myles Scarano Suz
125 B
Trey Wilkinson Hon
125 C
Terry McKee Hon
William Spruill Kaw
125 D
Tommy Anderson Hon
Greg Dexter Hon
Ira Horton Yam
C.J. Bennett Yam
Larry Pilkington Hon
30+ A
Dwight Fraser Kaw
Brad Crouch Hon
J.J. Dean Hon
30+ B
Jeff Harrison Yam
Ken Putt Hon
David Yohler Hon
S/MINI
Stephen Barnes Hon
Brad Grebble Suz

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

HELP WANTED

Mechanic Wanted
$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

Mechanics Wanted
3-5 years experience on motorcycle, watercraft. Excellent pay and benefits. Fax resumes (817) 556-2144 or call (817) 558-1175. Cleyburne Yamaha. TX. (342-45)

Service Manager
Want take charge, motivated manager with heavy H.D., minor Honda and multi make experience. Excellent salary and benefit package for right person. Large established accessories/service store is expanding. References required. (805) 255-6522. CA. (242-45)

Technician Wanted
Large established shop looking for experienced H.D. tech. Phd qualified, experience all years H.D. dependable, have own tools. Excellent working conditions, top salary based on experience. Drew, Mike or Jack (805) 255-6522. CA. (242-45)

Parts Counter Man
Yamaha - Dodge - Chevy Napa rural Texas dealer has it all. Only winners need apply. Relocation available. EOE. Doug. (903) 389-5100. TX. (242-45)

HARLEY MECHANIC WANTED! Experienced only! Great opportunity for hard worker. Well established northern California dealership. Benefits! Send resume to: Richard Miller Motorcycles, 1725 Tomlinson Street, Eureka, Calif. 95503 or fax to (707) 442-4944. CA. (343-46)

Parts/Mechanic - Mass.
Busy year round motorcycle, watercraft, snowmobile dealership seeks experienced mechanic and parts person, contact Randy/Gary. (508) 462-7900. MA. (343-45)

Mechanic
Harley-Davidson dealership looking for experienced service mechanic. Must have own tools and knowledge of factory repairs. Apply in person California Harley-Davidson, 1517 Pacific Coast Hwy., Harbor City, CA 90710. Or call Joe at (310) 539-3366. CA. (243-48)

Experienced Honda Mechanic
Needed top GoldWing specialist and accessory custom installer. Good personality, excellent pay and future. Orange County. Call confidentally, Ralph (714) 842-5531. CA. (343-46)

VARIOUS POSITIONS available at Rockville Harley-Davidson/Battley Cycles, Gaithersburg, Md. If interested fax resume to (301) 948-7510. MD. (244-47)

Tech. at Foot of Pike's Peak
#1 south/eastern Colorado dealer seeks experienced line technician for multi-line dealership (Honda-Kawasaki-Yamaha). Minimum of 3 years experience. Call Mike or T.C. (719) 475-2437 or fax resume (719) 475-0543. CO. (244-46)

Parts/Retail Sales
At so. Nevada's only Harley-Davidson dealer positions now open for experienced parts tech. and retail clothing sales. Salary depends on experience. Fax resume to (702) 431-8499. NV. (344-46)

Race Mechanic
Experienced watercraft, Sea-Doo mechanic for pro-level race team. Travel required, own tools, computer experience a must. Send resume with salary history to: Westcoast Performance, 3100 E. Coronado, Anaheim, CA 92806, fax # (714) 630-4477. Attn: Race Dept. No phone calls please. CA. (244-47)

Mechanics
Dependable, knowledgeable, great opportunity for growth. McCoy's Harley-Davidson/BMW, Green Bay, WI. (414) 494-5256. WI. (244-TFN)

Salesman & Service Tech.
We just moved into our new 25,000 sq.ft. facility and need another top notch mechanic and sales person. Guarranteed income, insurance, 5 day work week. M/C - W/C experience preferred. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130. (702) 656-1955 - Dale. NV. (244-46)

Lead Counter Person - Oregon
Large, dynamic, Kawasaki, Yamaha, Sea-Doo dealership searching for motivated personable self-starter. Looking for career oriented professional to join our staff. Pay commensurates with experience. Cycle Sports of Salem. Dennis (503) 390-9000. OR. (244-45)

Service Tech./Parts Person
Large Southern California multi-line dealership looking for Technician with 2-5 years experience and a Parts person with 1-2 years. Pay commensurates with experience. Contact Steve M-F 9a.m. to 5p.m. (310) 534-2311. CA. (244-45)

Product Research Assistant
Yoshimura R&D of America is now excepting resumes for the position of Product Research Assistant. Prospective candidate should exemplify the following experience or schooling. A.S. degree or equivalent, concept to production skills, AutoCad/CNC, and motorcycle enthusiasm is a must. Fax resume to (909) 591-2198. Attention: Robert. No phone calls please. Yoshimura R&D, 4555 Carter Court, Chino, CA 91710. CA. (244-46)

Graphic Designer
Thor Motocross is currently seeking an experienced designer with strong design skills in product, print, and packaging design. Applicant must be fluent in Illustrator and Quark. Please send resume to: Thor, Attn: Design Dept., 5520 Wellesley St., #205, La Mesa, CA 91942. CA. (144-45)

Working Service Advisor
Experienced service writer, aggressive Orange County, CA. Honda dealer needs customer oriented, honest person to write, schedule and dispatch. Some, light duty mechanical and accessory installation. Call Ralph (714) 842-5531. CA. (344-45)

Race Tech
We are expanding and looking for salesmen also, suspension technician. Call and ask for Mike at (909) 594-7755. CA. (245-46)

Help Wanted
Sunny Cal. full-line dealership looking for experience General Manager/Sales Manager. Need ASAP! (213) 721-0591 or fax (213) 724-0100. CA. (245-47)

Honda Sea-Doo Tech
Oregon Honda/Sea-Doo/Ski-Doo dealer needs exp. technician. Year round work, growth opportunity, benefits. Fun place to work, great riding and outdoor recreation area. Bob Reinen, Cycle Sports - Eugene, (503) 302-9000. OR. (245-47/EOI)

GREAT OPPORTUNITY in western Colorado, Yamaha/Suzuki/Kawasaki dealership is looking for experienced motorcycle, ATV, snowmobile technician. Mature with positive attitude. Salary based on experience. (970) 249-8161, fax (970) 249-8430. Glen. CO. (345-48)

Experienced Technician/Parts
Kawasaki Sea-Doo. Guaranteed year round work. "A" tech. preferred "B" ok but good attitude a must. Competitive benefits package. Relocation help no problem. Closed Sun/Mon. Regency Kawasaki Sea-Doo, 10290 Atlantic Bl., Jacksonville, FL 32225-0735. (904) 641-5320 ask for Bill. FL. (345)

POSITION WANTED

DOES YOUR BODY RUN as well as your bike? It needs race fuel and maintenance too! Personal training by someone who knows motocross. Call Jim (612) 454-3149. MN. (345)

WELL SEASONED service manager, seeks position with progressive multi-line dealership, interestd in net profit. Four major brands, all p.w.c., power products, scooters, ATVs. Thirty years experience. Master mechanic. Position outside U.S. considered. After 6:00p.m. Florida. (941) 458-9491. FL. (145-46)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

DEALERSHIPS AVAILABLE: European & Japanese. Liquidation prices! Call Aaron (606) 233-9876. The Milgrom, Inc. Re/Max All Star Realty, Inc. KY. (342-49)

Honda-Polaris
Franchise for sale. Ozark, MO. area. One of nations largest ATV dealer. Call Jeffrey. (314) 781-5620. MO. (344-47)

For Lease On Track M/C Facility
At Willow Springs Raceway. New 5,200 sq. ft. building, all or part with dyno available. Call Bob. (800) 266-4464. CA. (345-48)

FOR SALE: INDEPENDANT motorcycle/repair/parts/accessories business. Located just north N.Y.C.. Good location, excellent workshop, approx $30,000 inventory, plus equipment. Four years in business. May consider selling all items separately. For further information call (914) 965-6759 days bet. 9a.m. - 6p.m. E.S.T. NY. (145-46)

Wanted! Wanted!
I would like to purchase a motorcycle dealership. Midwest, Mid-atlantic, Southeast, Southwest. Respond to: 2912 Pecan Cr., Bedford, TX 76021. TX. (345-48)

COLLECTORS

MAICO AND CZ parts inventories wanted. Top prices paid. Northwest Maico and CZ. (503) 389-6112. OR. (340-49/C)

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. $2,950. (310) 546-7466. CA. (342-22/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley, Mon-Sat (702) 267-2103. NV. (343-50/C)

1959 MAICO M200S, 1961 Maico 175cc, 19?? N.S.U. single, streetbikes. Need restoration. $325 each/obo. (712) 225-3347. IA> (344-45/C)

VINTAGE YAMAHA TD2 roadracer complete less fairing $2,000. (604) 439-9197, (604) 671-3774. (344-46/C)

Wanted CR125 Elsinore
'74 78 Mugen air cooled reed valve cylinders or complete kits any condition. (818) 855-0441. CA. (344-45/C)

Ducati Wanted
Private party seeks 1974 Super Sport. Must be low mileage, original. (908) 681-6183. NJ. (344-46/C)

1973 250 Grand Prix CZ
Almost stock motorcross bike. Used only one season. Stored inside since 1975. Best offer. (612) 531-5822. MN. (344-45/C)

1970 HUSKY 360 show or go $700. 1974 Yamaha MX125 great condition $450. 1974 CZ250 needs work $450. 197? Penton 175 $200. (805) 643-1458. CA. (345/C)

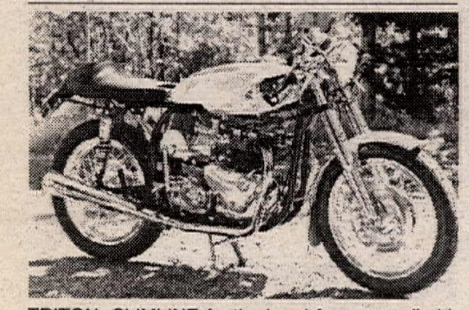
WANTED VIDEO OF dirt track at Barona on Oct. 13th. (805) 643-1458. CA. (345/C)

Fox Air Shox Rebuild Kits
Available, also rebuilding and tuning. Call Jr. at (817) 572-1025. TX. (345-46/C)

1974 Husky 400CR
Excellent shape, fast motor, suspension worked, lots of spares, including reed block, rear wheel, clutch, extra Hooker and stock pipe, etc. Mark Charles work stand included. $1,500. Chris (908) 422-0352. NJ. (345-46/C)

1970 Honda Z50AKI
Showroom condition, stored in basement for 22 years. Not a finer collectors bike around. $1,100. (319) 233-0076. IA. (145/C)

CHAMPION FRAMED 750 Yamaha roadrace or dirt track. $2,800. (317) 288-6611. IN. (145-46/C)



TRITON, SLIMLINE featherbead frame, roadholders, pre-unit Triumph, Routt 750cc kit, 12 volt, Lyta tank, alloy sheet metal etc. Akronts, built in }93, all top quality, 1,500 careful mile, $9,500. (909) 599-6041. CA. (345/C/P)

1970 T100-C 500cc nice. Forks, light wheels, new paint, run great. only $2,200. L.V., Nevada. (702) 565-0885. NV. (145/C)

ROTAX CAN-AM 250cc R.A.V.E. engine parts, cylinder, pipe, water pump, clutch cover, piston (std.). $300. (612) 452-8998.MN. (345/C)

1974 Tyran 400
Rare, very original, stock conditoin complete, $800. (612) 452-8998. MN. (345/C)

Harley-Davidson Sprints
Rigid frame flat track racer, 1965 stage 4 motor, new frame, motor fresh, $4,200/obo. Swing arm racer with 1963 stage 5 motor. $3,600/obo. Also have 1967 SS 250, titled, teal and white, fresh motor. Pretty! $1,900/obo. (815) 438-6431. (815) 438-7985 eve. IL. (345-46/C)

WANTED: TD1-C engine and engine parts. (909) 676-0648. CA. (145/C)

Ducati★Triumph★Benelli
'74 Triumph Trident T150V 9k $3,495. '80 Darmah SD900 blk/gold, 10k $5,795. '76 Benelli 750SEI 776 miles, $3,295. '73 Z1 rolling chassis titled $600. (503) 257-7047, 233-2475. OR. (245/C)

TRIBSA 750cc, RR-T2 trans, Ceriani, brake, Triumph 500cc Rickman frame road racer. (619) 249-5572. CA. (345-46/C)

Z1 PIPES as new no rust $500. Also 1952 AJS 500cc single basket case most parts there. (406) 656-0273. MT. (145/C)

Redline 750 Triumph
Street licensed, Ceriani forks, Barnes wheels, disc brakes, just built. $4,250. None better. (916) 639-2563. CA. (345/C)

1974 Shell Flat Tracker
750 Shell Yamaha, fresh restoration. New nickel frame, Ceriani, Barnes, Akron 19s, rubbed black lacquer, flames, show quality. $3,000. (916) 626-5949. CA. (345/C)

BULTACO FRONTERA 360 engine, wheels $125. You pay for shipping. (805) 499-9082. CA. (345/C)

GP CARBURETOR 1 3/8" and float. Slip over manifold type. $450. Velocette Mac Scrambler $1,200. (818) 884-9330. CA. (345-46/C)

1971 CZ360
Fresh restoration, Akron rims, low pipe, blue frame, white plastic, show quality, $1,000. (916) 626-5949. CA. (345/C)

Matchless CS Stuff
Rigid frame, forks, wheels, scrambler tank $775. 1956 CS engine, trans., clutch, primary. No carb, mag. $1,000. (916) 639-2563. CA. (345/C)

Vintage C&J Frames
For Honda XL250/350 motor and Yamaha TT500 motor. Both with swingarms, excellent condition. $1,000 each. Serious inquiries only please. (909) 681-7550. CA. (345/C)

GENERAL MERCHANDISE

★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

Wanted: 1977-1978 Suzuki GS400
Electric start only. Please call 1(800) 833-3778. CA. (202-TFN)

★★Laverda Only★★
1(800) LAVERDA.CA. (233-TFN)

Custom Made Decals
(800) 843-8244, (708) 208-9289. IL. (231-TFN/P)

Parts, Parts, Parts, Parts
I have too many! Cosmetics, forks, frames, motors, etc. for GSXR, FZR, CBR, ZX-6,7,11, Katana, GS500, EX500 and more. Reasonable. (714) 557-2558. CA. (339-46)

Wanted Kawasaki:
'73-'75 Z1 900, '79-'80 KZ1000 (MKII) '82-'84 GPz1100, '81-'82 KZ1000J, '82-'83 KZ1000R (ELR), '79-'81 KZ1300 '78-'80 KZ1000Z1R, '69-'70 H1 500, '84-'85 750 Turbo, '80-'83 KZ550, '81 GPz550, '69 CB750 Honda. Status Classic Motorcycles. Please call 1(800) 833-3778.
CA. (208-TFN)

Wnt: '82-'83 Kaw KZ1000R (ELR)
Please call 1(800) 833-3778. CA. (202-TFN)

D'S LEATHERS. (419) 729-9639. OH. (330-28)

Wanted 1979-80 KZ1000 MK II
Please call 1(800) 833-3778. (224-TFN)

Wanted 1981 Kaw GPz 550
Please call 1(800) 833-3778. (224-TFN)

★★★★★★Husqvarna★★★★★★
Big bore kits. Racing ignitions. Parts UPS daily. Mazzaferro. (707) 938-5744. CA. (225-TFN)

Wanted 1975-77 Honda CB400F
Please call 1(800) 833-3778. CA. (202-TFN)

CBR, F2, F3/900 & GSXR Parts
Wheels, forks, radiators, oil coolers, cosmetics complete, etc. Call (714) 444-3241. CA. (338-49)

Custom Made I.D. Kits
(800) 843-8244, (708) 208-9289. IL. (206-TFN/P)

Fieldsheer & AGV Lthr Sale $249.94
and up. Jackets, pants, 1-piece and 2-piece suits. Other brands available. Helmet sale $99.99 and up. Cycle Thrills (214) 578-1508. TX. (239-TFN)

1982 Kaw GPz 1100
Please call 1(800) 833-3778. (224-TFN)

HAWK GT parts galore! (716) 688-4768. NY. (340-49)

Two RS750 Hondas/Two 600s
C&J Highboy, Knight single shock, RS600 Honda Rotax rolling chassis. (518) 355-3241. NY. (141-47)

★★★★★Rockin' Racer★★★★★
Christmas or birthday gift of a lifetime for your "Lil Racer". (ages 1-6) Solid wood "anti tip rockers." A collector's item. Comes in red, blue, green. Powered of excess energy and imagination. Free brochure or to order: (708) 231-1000. IL. (341-50/P)

Ducati 71S '88
3,200 miles, perfect, $7,000/obo. Days (810) 399-5150, (810) 399-5950. MI. (342-47)

"AMA" PIN PLAQUE II offical licensed products. Four AMA logos avail. $34.95, plain $24.95 plus $4 s/h. Visa/MC. (916) 677-4321. CA. (140-45/P)

Showroom Brochures
Posters etc. Serious collector wants to buy, sell or trade. (901) 876-6883. (342-45)

1994 RS125 $5,500. Spares kit call Jamie (604) 985-1022. CA. (342-47)

'96 MODELS AVAILABLE NOW. Cleyburne Yamaha. (817) 558-1175. (342-45)

Dirt Bike Side Stands
Fits most dirt bikes '86 and newer, 125cc and up. Makes parking your dirt bike quick and easy. $16 ea. plus shipping and handling. (818) 782-4600. CA. (342-45)

RZ500 Parts or Bikes
Tons of new and used parts. Engine rebuild kits now in stock. Performance parts. Complete bikes available. (302) 368-7102 after 5:00 p.m. and weekends until 10:00p.m. Eastern time. (342-46)

Wanted XR750 Motor
Any condition, any year, also parts or bike. (216) 247-6021. OH. (342-46)

Affordable Parts
For '90 and newer sportbikes. '94 ZX9 frame, '89 and '93 GSXR frames, '92 F2 complete rolling chassis. Call now. (714) 444-3241. CA. (342-50)

Parts for Sports Bikes
Cheap! Cheap! Cheap! F2, F3, 900 and GSXR, with some ZX7 and 1100 parts. (714) 407-0817. CA. (342-50)

Parting Out EX500 Superbike
Call for details and prices. (508) 384-1221. MA. (342-45)

Ice Racing Studs
Goldmax and Promax ice studs 3/4" and 1" $35 per 1,000. While they last. (708) 888-8870. IL. (342-49/P)

PARTING: FZR1000, 600F2; plastic, radiator, pipes, forks, seats, etc. Call Kenneth 8:30 to 5:30. (318) 988-3030. LA. (342-45)

Parting Out
'91-'94 F2, '93-'95 CBR900, '86-'95 GSXR750/1100, '92 ZX6, '89-'94 ZX7, '88-'90 ZX10, '92 ZX11, '89-'92 FZR600, '88 FZR1000. (503) 993-4864. MA. (342-45)

Dealers...
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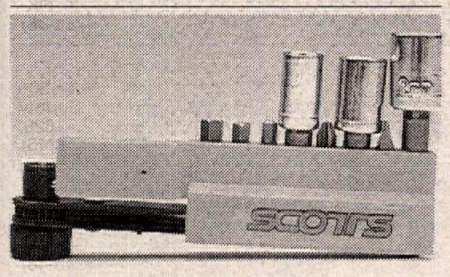

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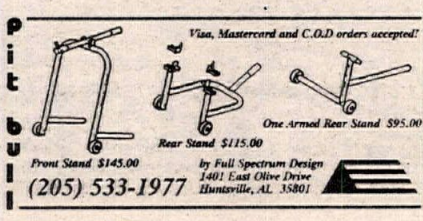

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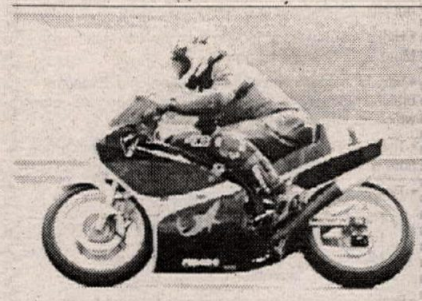

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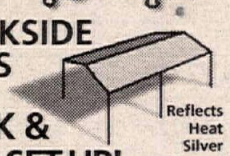

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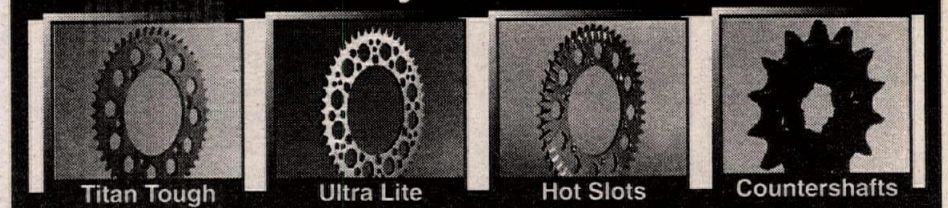

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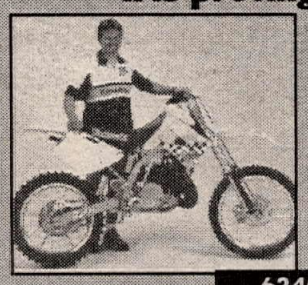

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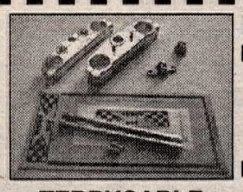

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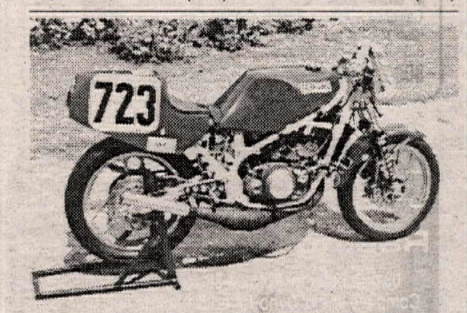

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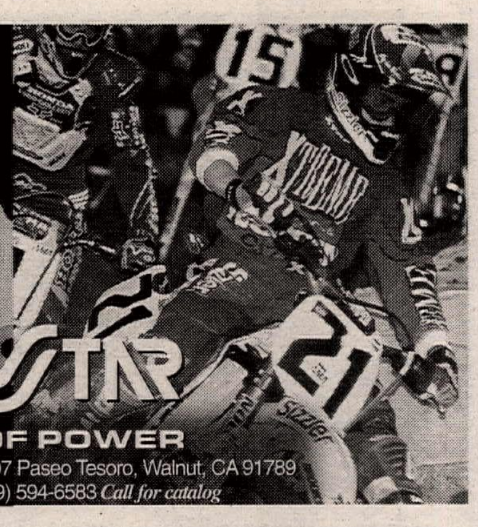

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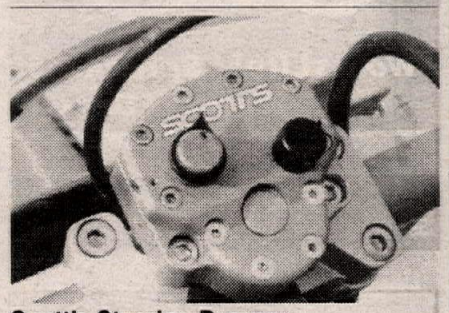

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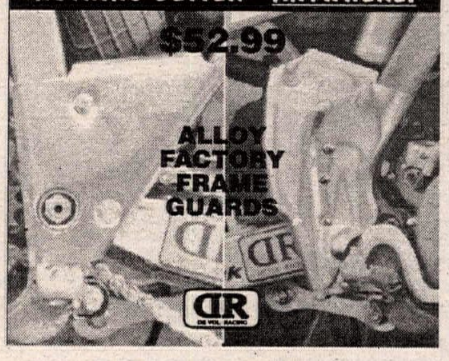

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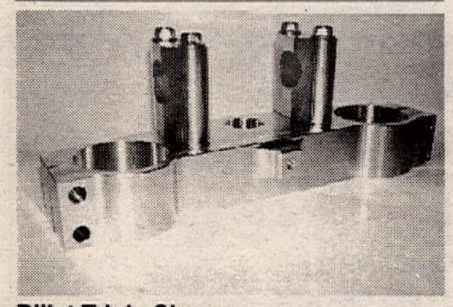

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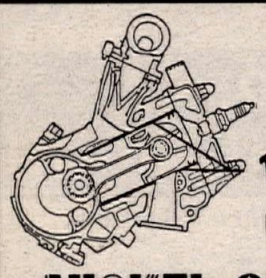

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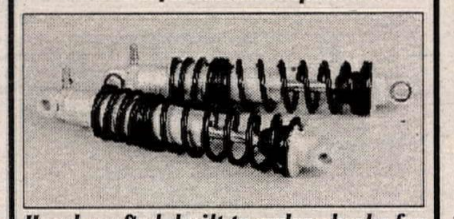

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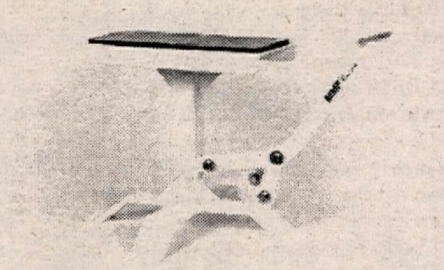

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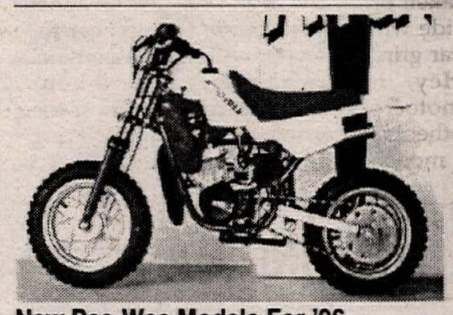

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TEARDOWN

By Paul Carruthers

"Beaver fever," Tool Man Tim blurted out of nowhere.

"Excuse, me...but what in the hell is beaver fever?" Someone else in our group asked.

"It's what we're going to get from drinking this water," Tim said.

The water in question had two things going for it. We were thirsty and it was there - right at our feet. Since we had nearly reached complete exhaustion and were completely out of fluids, we really had no choice but to drink. In 10 minutes we'd be drinking out of muddy puddles. This water was at least flowing downstream - and it was clear. Still there was apprehension. So after scientifically inspecting it for a good five minutes - we looked at it from every imaginable angle in our only clear water bottle - someone finally got the nerve to take a sip. Since the guinea pig didn't grow an extra arm and there were no other apparent side effects, we all had a go at it. We started slowly, at first only wiping our lips with the water. Then we took sips, which turned to gulps. Soon we looked like four drunks at happy hour.

Despite our happiness, Tim did his best to rain on our parade. "The problem, you see, is when beavers go to the bathroom somewhere upstream from where you're drinking. That's what makes you get sick. It's kind of like food-poisoning. You get flu-like symptoms, you know fever, diarr..."

"Enough, Tim," someone belched.

Meanwhile, I was busy looking upstream. I didn't have the heart to tell them about the dam, or the family of four flat-tailed animals frolicking in the sunshine.

And this was only the beginning of our nightmare, the story of a dual sport ride gone awry.

What had started out as our yearly free-for-all dual sport ride through the Big Bear Mountains in Southern California quickly turned into a harrowing experience - and we all came away from it a little wiser. At least in terms of preparation.

For the past four or five years, I'd taken off at the start of our dual sport ride with nothing more than an ear-to-ear grin. No water, no tools, no nothing. Hey, it was simply a five-hour motocross. Tools were something the other guys carried; water was something I mooched from the other editors. To carry supplies would have been too burdensome. It'd just slow me down.

Everything began as normal. There were about eight of us, battling back and forth in a wide-open frenzy of testosterone, slowed only by the occasional high-speed encounter with a fellow editor, a dirt embankment, or a cliff.

About halfway into our frolicking, it all got ugly. The terrain got rugged, a clutch got fried and a foot got broken. All within about 100 yards of each other.

A broken foot you can live with. A totally destroyed clutch - well, that's a real problem. The foot problem turned out to be someone else's dilemma (they can write their own column) as we were now split into two groups, equally as hosed, separated by a gnarly, rock-strewn uphill section. My problem was with the clutchless motorcycle that wouldn't move. It wasn't my bike, but it might as well have been.

The guy riding the broken motorcycle? He was the boss's son.

"Keep your eye on Kory and don't leave him out there." Those were publisher Mike Klinger's final words to me as we prepared to depart the camp and head into Testosteroneland. In other words, if he doesn't come back, you better not come back. The boss-man was injured and couldn't ride, so Kory was my responsibility. We were in for a long day.

By this time, we'd already nearly lost the Tool Man. Tim, who works for Kawasaki, was in a little over his head on this particular trail, and he and his not-so-trusty KLR650 weren't discovered until we'd given up fixing the DR350 and decided to circumnavigate our way back - dead DR and all. When we found Tim he'd developed a serious case of the Barneys - he had already reached the exhaustion point and his face was a glowing purple. This wasn't looking good.

To make matters worse, Tim's KLR650 now featured a dead battery. Fortunately, the engineer who had decided a kick starter wasn't needed wasn't on our ride - or we would have hunted him down and killed him. Or at least made him drink bad water.

So here's the inventory at this point: a DR350 that wouldn't do anything more than coast, a KLR650 that had to be bump-started after every crash (of which there were many), two perfectly running motorcycles - a second DR350 and a Honda XR250, and four (myself, Kory, Tim and ad salesman Forrest) tired, thirsty and grumpy dual sport riders. And it only got worse.

Kory managed to coast the sick DR to the bottom of the mountain (and to our water supply, the stream), and Tim also recovered enough to get the KLR650 down the hill. We drank, drank, and drank some more, filled our bottles and re-started the nightmare.

Now we were in the bottom of a canyon and there was only one way out - a single-track trail that went straight up, with a difficulty factor of hard to hideous. And we had to do all of this while towing and pushing the DR, crashing and re-starting the KLR, and quickly running out of our "beaver fever" water.

Halfway up, we decided we couldn't go on. We'd pushed, we'd towed, we'd crashed. We were done.

"Let's go to sleep for awhile," was Kory's answer to our problems. And we almost agreed. But with nightfall pending, a nap didn't seem to be the right option. I, in all my mechanical wisdom, decided to try and at least fix the KLR's battery problem.

Okay, the Suzuki won't run, so let's put the Suzuki battery in the Kawasaki. Brilliant. I went to work, losing small parts and tools in the dirt, but somehow getting the two batteries exchanged. I said my Hail Mary's and hit the run button - nothing. Hmmmm...

"Uh, Forrest, can you go get that Kawasaki battery?"

In an earlier fit of anger at having to actually use tools (luckily, someone else had some), I'd thrown a tissy and tossed the KLR's battery down into a canyon. Now, I needed it back.

Okay, so the battery switch didn't work. But we had no choice but to march onward - pushing, towing, crashing and bump-starting our way to civilization.

The low point of my day came 30 minutes or so later. Tim had gone on ahead, now riding the Honda while I battled with the KLR650. He returned to find me, flat on my back, KLR on its side, gas spewing from its overflows. Kory and Forrest were a few blind corners and hills behind me, pushing and towing, pushing and towing.

Tim tried to talk to me, but I couldn't respond. I was fast reaching the point of delirium as our ordeal started to reach the six-hour mark. Tim said things I didn't understand, and then he left. When the other two arrived, the KLR was still on its side, and I was still on my back. I'd lost the front end for the final time. Or so I hoped.

The other two helped me pick the bike up. We decided right then and there that we had to get the KLR started one more time, and I would have to go find help. It was getting dark. It was getting cold.

Once under way, I was a nervous wreck. The multiple crashes had pushed the shift lever up against the cases and the KLR was permanently locked in second gear. To make matters worse, crashes to the other side of the bike had caused the throttle to stick. I was a desperate man, a scared man. If I crashed and stalled the motor, there was no way I'd be able to start it by myself. The other two were counting on me to come back with help. I was counting on me. I rode like Scott Plessinger. Somehow I made it to the fire road at the top of the trail.

And not a moment too soon, or too late. As I reached the top, I saw an ATV zoom by, and then another. I waved the second rider down and he radioed to the rest of his crew. As it turned out, they were volunteer forest rangers. They were gods. And we were saved. The ranger and his ATV went down the trail and returned 15 minutes later with the DR and Kory in tow, and Forrest close behind.

We made it the rest of the way on our own; towing on a fire road becoming a simple task after what we'd been through. Our last meal had been consumed some 10 hours earlier, so our main goal was to find cheeseburgers. We did. We ate, ditched the broken DR behind the restaurant, fixed the shifter on the KLR and started a hell-raising street ride through the darkness to our camp - 40 miles away.

By this time, Tim had made it back to camp and was busy eating barbecued food and telling war stories. He was kind enough to send a search party before starting his meal, and we ran into them a few miles short of our destination. We had survived. And we had learned.

Next year, I'm bringing water - sans the beavers.

LOOKING BACK...

25 YEARS AGO... NOVEMBER 24, 1970

World 250cc Motocross Champion **Joel Robert**, pictured on the cover, showed the Trans-AMA competition in Irvine, California, just what he was capable of. Robert ran away with the two International rounds on his Suzuki, while his Swedish teammate **O. Pettersson** came in second in the first round and third, behind **John Banks**, in the second... In Inter-Am 500cc competion, World Champion **Bengt Aberg** eked out a victory over rival **Ake Jonsson** in Phoenix, Arizona. Each had a first and a second going into the third and final International moto, but Aberg was half a second faster across the line... Consistency paid off for **Ottakar Toman** in the Houston, Texas, Inter-Am. **Christen Hammargren**, **Arne Kring**, and **Sylvain Geboers** each won a heat, but the slower-but-steadier CZ-mounted Czech took the overall win. A first-moto DNF kept Kring out of the final standings, while Geboers finished second overall ahead of **Miroslav Halm** and Hammargren.

15 YEARS AGO... NOVEMBER 19, 1980

For the third time in three years **Larry Roeseler** and **Jack Johnson** teamed up to win a Baja 1000. It took them 12 hours and 45 minutes to complete the SCORE Baja 1000km route, 19 minutes less than their Yamaha teammates **Bruce Ogilvie** and **Chuck Miller**. Team Husqvarna's **Brent Wallingsford** and **Scot Harden** were third... The 250cc Expert race at the Dirt Diggers' 22nd annual Rattlesnake Grand Prix had some added drama when **Greg Piorkowski** came off a jump to discover a photographer in his landing area, resulting in minor injuries for rider and shutterbug. Then one of the event's namesake reptiles was killed near where the dazed papparaza sat. **Mike Sixberry** finished first in borrowed gear on a borrowed bike... Up-and-coming **Ricky Graham** spoke with *Cycle News* about his future. "I think I'm entitled to quite a bit more money," the 21-year-old said at the end of a season in which he recorded the first 100-mph-plus average for a mile dirt track event.

5 YEARS AGO... NOVEMBER 14, 1990

Former billboard painter **Lee Pounders** was the big winner at the AMA/CCS National Championship Sprints at Daytona International Speedway in Florida. The 32-year-old Novice racked up four victories and a third-place finish. **Fabian Cortez** won the Expert Heavyweight Supertwins and Expert Middleweight Superbike finals... Team Mad Dog took a bite out of the competion at the 10th and final round of the EBC Endurance Challenge, also at Daytona, with **Mike Harth** and **Larry Schwarzbach** the winners. Harth and Schwarzbach averaged 104.464 mph and won by 8 minutes, 34.101 seconds, over **Jeff Rheaume** and **Jeff Stern**...**Aaron Hough** was the winner of the final round of the National Reliability Enduro Series, but **Dave Bertram**'s second place was enough to take the series title. **Kurt Hough**, Aaron's older brother, had been the favorite to become the champ, but a broken clutch resulted in a DNF.

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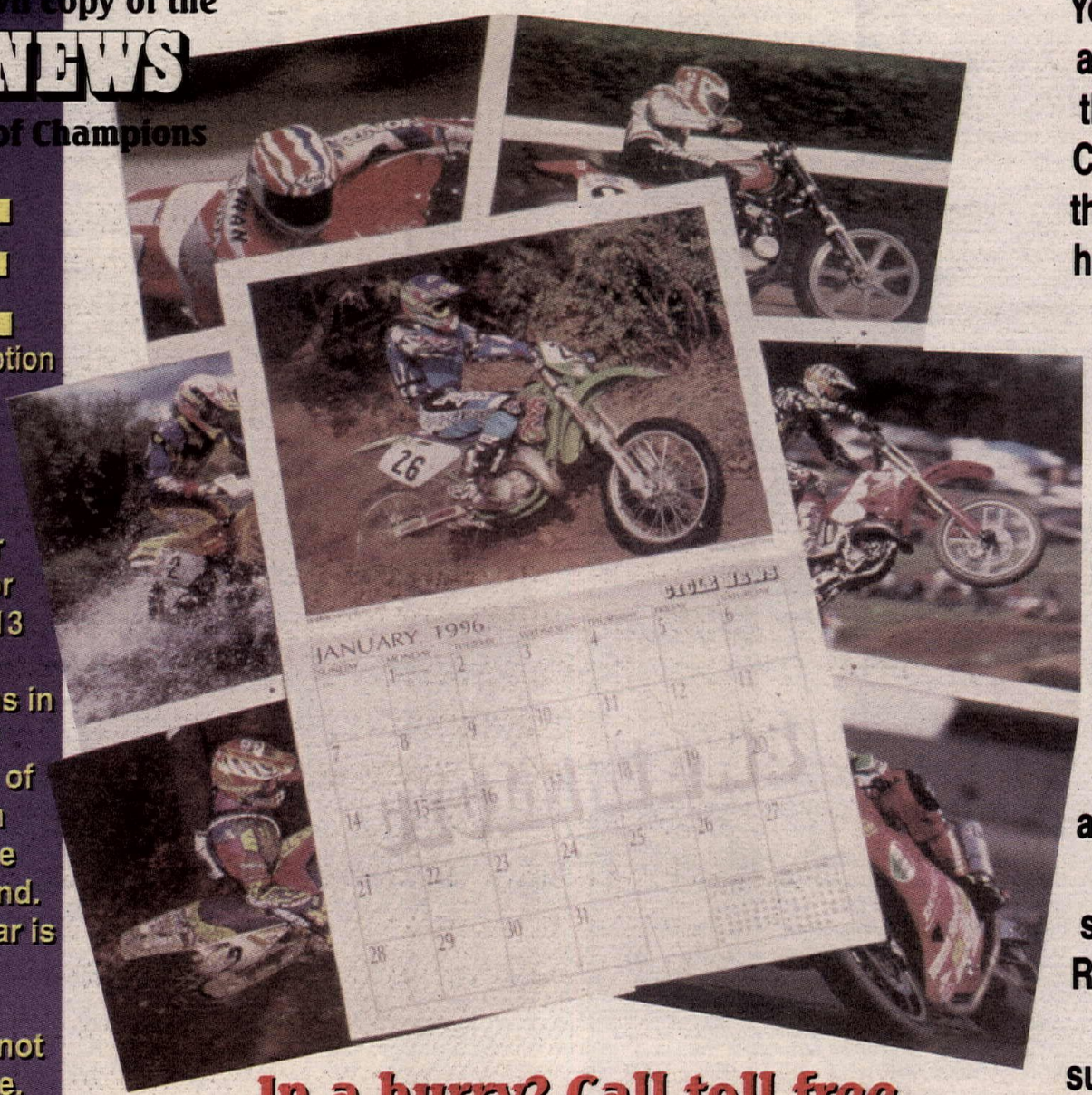

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YAMAHA YZ 250 & 125

Remember how awesome last year's YZ125 and YZ250 were? The YZ125 won the Motocross Shootout in *Cycle News*. The YZ250 snagged Bike of the Year honors from *Motocross Action Magazine*. • Great bikes–but they're history now, because while everyone was getting pumped over them, the guys in the white engineer coats and the guys in the helmets were busy re-designing the YZ125 and YZ250 from just about ground zero. • First–new engine. There's a new crank, which opened the door to new cylinder porting. Both the 125 and 250 are different than the '95 design and now spew out more low-end and mid-range, to create a broader powerband. The 125 received a new Mikuni carburetor with a trick carbon fiber reed, and a redesigned guillotine power valve. • The 250 took on a better Keihin carb and a new passageway into the resonator chamber. Both bikes also have improved air cleaner layouts for a straighter intake, and

Continued on following page

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YAMAHA

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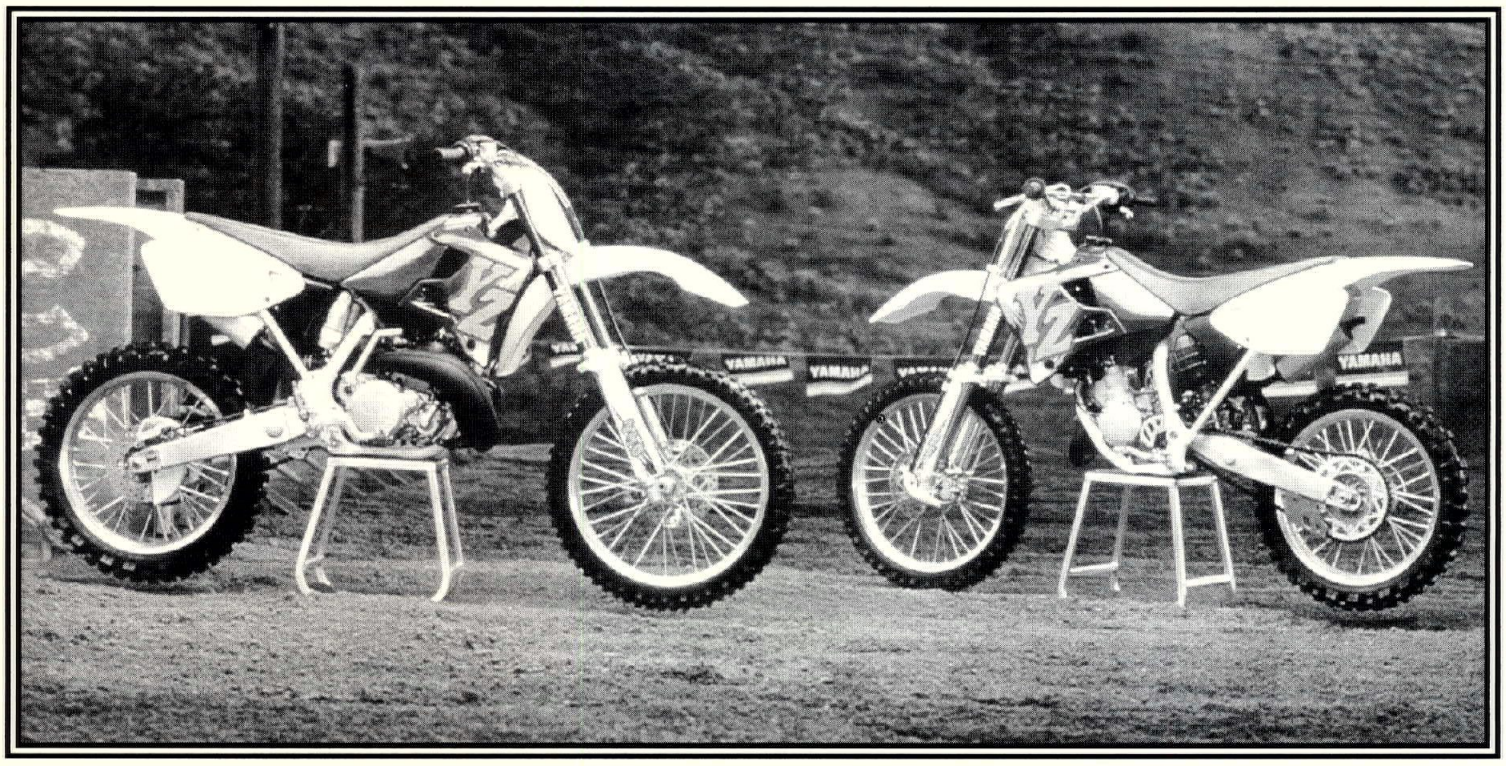
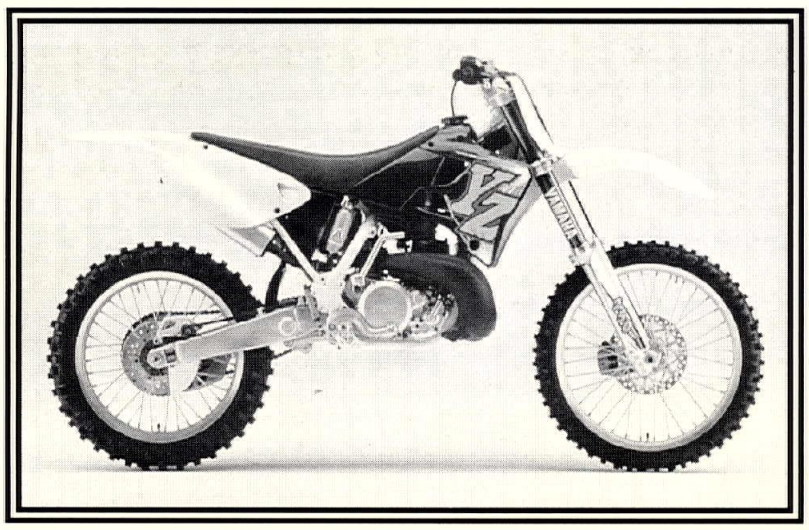
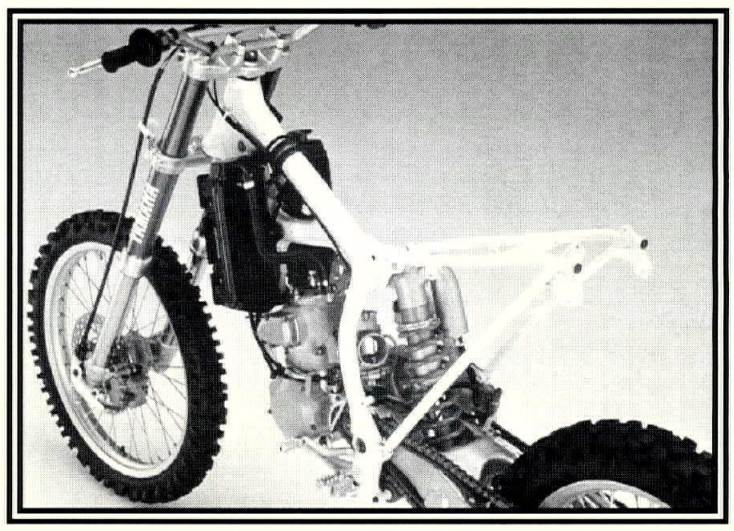


redesigned pipe and silencer set-ups for better exhaust tuning. Other power tweaks include a digital CDI on the 250 and redesigned shift forks in both trannies. • New frame this year–geometry and everything. Compared to last year, some parts got moved around–some got lighter–and some are just downright gone. The seat and tank are flatter and narrower so riders can move around even quicker and easier. • There's new lighter swingarms– delivering ultra precision from about the beefiest hunk of aluminum you're ever going to find. The shock has a new leverage ratio that makes the rear suspension a tad firmer in the first couple inches of travel–the hot ticket for better traction and a more precise ride. The front forks got buffed with fatter 46mm inner tubes, bigger axles and a set of double-bolt pinch clamps on both legs. • The whole package handles totally neutral–the new YZ goes where you point it and flicks when you snap it. • New brakes too–with new pad material and a new front master cylinder. There's a shorter front brake lever, a totally new brake pedal and new lever ratios front and rear. Now you can one-inger/one-toe your way into a corner, brake later, harder and get more positive feedback. Other stuff added just because everything else was much better: new throttle, grips, tank cap, rear sprocket, a recessed shifter pedal bolt and simplified radiator hose routing. • The YZ125 and YZ250. Sure, last year's bikes were bitchen–but the new ones kick their butts. Easy.





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WR250

There's two kinds of serious off-road riders. The first group consists of competitive cross-country racers, who love to see if they can get from here–to there–faster and quicker than anyone else. The second group is recreational riders who dedicate a weekend of off-roading in search of the ultimate trail. Both groups ride WR250s. • Based on YZ technology, the WR250 has been modified to specifically meet the needs of off-road riders. With one of the strongest engines in its class, the WR has a torquey, wide powerband that's exceptionally smooth and easy to control. It uses a wide ratio transmission, with low first and second gears for tight sections, and wide ratio fifth and sixth gears for open terrain. • Since it's designed to withstand long, marathon events, the WR250 has a large air cleaner box capacity and oversize air filter to allow the engine to breathe more efficiently. It uses a beefy clutch and plates for longer life under extreme use. And it's equipped with a lighting coil so you can power accessories like enduro running lights or a Baja-style headlight. • There's other serious touches too, like front and rear disc brakes and a wrap-around chain guide for more reliability in rough terrain and deep ruts. • The WR250. It offers just as much performance to the serious recreational rider as it does to the serious racer.

YZ80

Ask any mini-motocross racer and they'll tell you–nobody messes with the King of the 80 class. The YZ80, already at the top of its class, getting more popular all the time. It's won more magazine shoot-outs than any other mini in the last three years. And more races too. • No big surprise: the YZ80 is the most serious, successful and technologically advanced 80-class racer on the market. • It may be *"only 79cc"*, but it's 79cc of liquid-cooled, six-speed, crankcase-inducted power. This mini-marvel has a ceramic composite cylinder to run cooler and a huge clutch that hangs in there when you're really blazing. • Plus the suspension is drop-dead serious. For three years the YZ80 has laid claim to the coolest suspension in the mini wars: it currently boasts real-life inverted front forks with rebound and compression damping adjustments. The rear suspension is still ahead of the crowd with its rising-rate link-type shock that has preload, compression and rebound adjustability. That gives you almost 11 inches of quality, tunable suspension travel. Nothing mini about that. • The YZ80. It may be small in size, but it comes with a very big reputation for being a consistent leader in technology–and at the checkered flag.

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride, it is illegal and dangerous.

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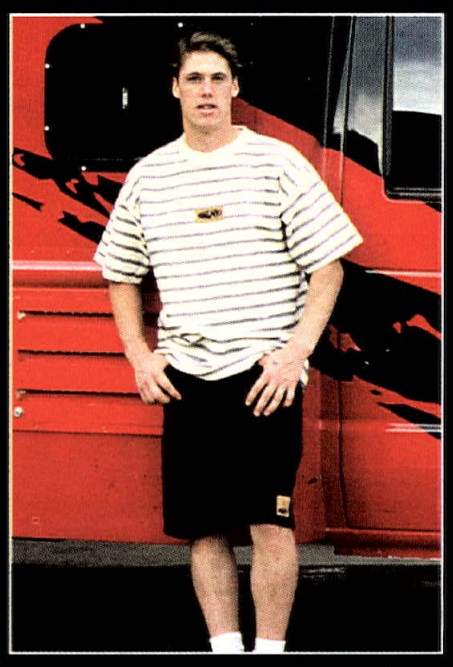

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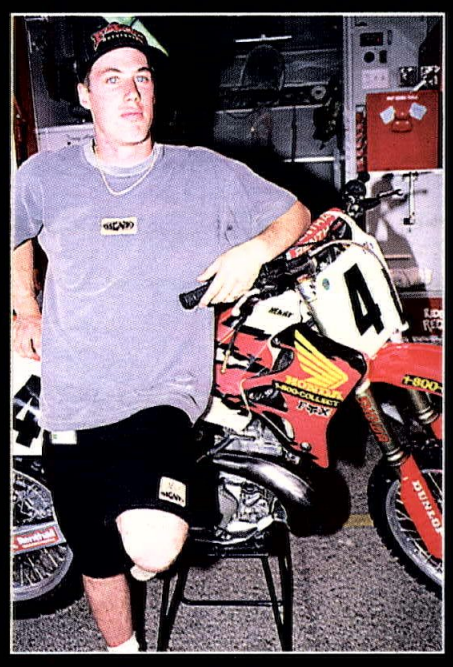

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